

Intimations.

WHAT TO DRINK!
AND THE TIME TO DRINK IT!

Before Breakfast.

CHAMPAGNE BITTERS
AND
CROWN SODA.

Before Tiffin.

CHAMPAGNE BITTERS
AND
SHERRY.

Before Dinner.

THE SAME.

At other times and at all times
Champagne Bitters and Whiskey is
good.Stick to this advice and you'll
never know you have a liver.WATKINS
LIMITED.Chemists and Aerated Water
Manufacturers.

Hongkong, 13th August, 1901. [714c]

GREEN ISLAND CEMENT COMPANY,
LIMITED.

PORTLAND CEMENT.

\$5.50 per Cask of 375 lbs. Net & Factory.
\$3.30 per Bag of 250 lbs.
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 1st June, 1901. [19]

A. CHEE & Co.

17A, Queen's Road, Central.
ESTABLISHED 1859.FURNITURE DEALERS:
IMPORTERS OF EUROPEAN GOODS OF ALL KINDS;Silver Plated, Glass and China Wares, Iron Bedsteads and Mat-
tresses; Cutlery and Dinner Services; Cooking Ranges and Kitchen
Utensils, Aspinall's Enamels, &c., &c.Our store is situated between the Principal Banking Institutions and
Hotels in Hongkong.

Hongkong, 25th July, 1901. [777c]

KELLY & WALSH, LD.

TROPICAL DISEASES, with 11 Illustrations
and two coloured Plates, by Dr. Patrick
Manson \$6.50
"HELLESPONT" ON BRIDGE 3.00
THE RUSSIAN WAR WITH CHINA, by Chas.
Leavenworth 2.25
THE EXPANSION OF TRADE IN CHINA,
by T. H. Whitehead 0.70
THE "TRIAL SOCIETY" OF FRAZEN AND
BAKHTI ASSOCIATION, by W. Stanton, 3.50
A JAPANESE MARRIAGE, by Douglas
Sladen 1.25
TRANSACTIONS OF THE KOREA BRANCH
OF THE ROYAL ASIATIC SOCIETY, Vol.
1 3.25
FRIEND TOMMY AND OTHER TOPICS, by
Joss Chinchinjos 1.00
TRADE AND SHIPPING OF SOUTH-EAST
ASIA 0.50
BOXING, THE MODERN SYSTEM OF
GLOVE FIGHTING, by Capt. W. Edge-
worth Johnstone \$1.75
MURRAY'S HANDBOOK OF TRAVEL TALK
IN ENGLISH, FRENCH, GERMAN AND
ITALIAN 2.25
ESSAYS AND ESSAY WRITING, by A. W.
Ready 2.25
MUSCLE, BRAIN AND DIST. A PLEA FOR
SIMPLER FOODS, by E. H. Miles 2.25
UNDER THE DRAGON FLAG, Experiences
in the China-Japanese War, by
James Allan 1.50
THE CHILL, HIS NATURE AND NURTURE,
by W. B. Drummond 1.00
PEARS' ENCYCLOPEDIA 0.70
"WITH STODDART'S TEAM" IN AUSTRA-
LIA, by Prince Ranjitsinhji 1.25THE
ROBINSON PIANOFORTE CO.,
LIMITED.

All the best known makes kept in Stock.

The Greatest Assortment of Musical Instru-
ments in the Far East.

Constant Shipments of all the Latest Music.

Hongkong, 2nd September, 1901. [953c]

CLUB WHISKY.
\$12 PER DOZEN.F. O. S. WHISKY.
\$15 PER DOZEN.

The best value on the Market.

SOLE PROPRIETORS:

H. PRICE & CO.,
12, QUEEN'S ROAD
[953c]Today's
Advertisements.

WANTED.

AN INDIAN or PARSER, at once, as an
ASSISTANT BOOKKEEPER. Salary
\$35 to \$40.
Apply by letter, to—RALLEN GHEE,
C/o Hongkong Telegraph,
Hongkong, 12th September, 1901. [1008c]WANTED IMMEDIATELY CLERK of
Works for Building at Wucunow.
Apply by Letter only, stating Experience,
Salary required, and references to—
W. HARRIS,
Hongkong Hotel,
Hongkong, 12th September, 1901. [1009c]DOUGLAS STEAMSHIP COMPANY,
LIMITED.
FOR SWATOW, AMOY AND TAMSUI.
THE Company's Steamship"HAIMUN,"
Captain Passmore, will be despatched for the
above Ports, on SATURDAY, the 14th instant,
at 3 P.M.For Freight or Passage, apply to
DOUGLAS LAFRAIK & Co.,
General Managers,
Hongkong, 12th September, 1901. [997c]"SHIRE" LINE.
FOR NAGASAKI, KOBE, & YOKOHAMA.
THE Steamship"RADNORSHIRE,"
Captain Bindloss, will be despatched for the
above Ports, on SATURDAY, the 14th instant,
at 5 P.M.For Freight or Passage, apply to
SHEWAN, TOMES & CO.,
Agents,
Hongkong, 12th September, 1901. [998c]FOR YOKOHAMA AND KOBE.
THE N.D.L. Steamship"KÖNIGSBERG,"
Captain Christiansen, will be despatched for the
above Ports, on SATURDAY, the 14th
instant, at 5 P.M.This Steamer has Superior Accommodation
for First and Second Class Passengers and
carries a Doctor and a Stewardess.For Freight or Passage, apply to
HAMBURG-AMERIKA LINE,
Hongkong Office,
Hongkong, 12th September, 1901. [1011c]AUSTRIAN LLOYD'S STEAM NAVIGA-
TION COMPANY.STEAM TO YOKOHAMA AND KOBE.
THE Company's Steamship"TRIESTE"
Captain Mitis, will leave for the above places,
on THURSDAY, the 19th instant, P.M.For Freight or Passage, apply to
SANDER, WIELER & Co.,
Agents,
Hongkong, 12th September, 1901. [926c]Today's
Advertisements.SANITARY BOARD OFFICE.
HONGKONG.THE Services of a EUROPEAN under
35 years of age of fair education are
required immediately as a TEMPORARY
INSPECTOR OF NUISANCES.
The Salary including Rent Allowance will
be \$100 a month.For further Particulars apply personally to
the MEDICAL OFFICER OF HEALTH at the
Office of the Sanitary Board, Beaconsfield
Arcade.By Order,
G. A. WOODCOCK,
Secretary.
Hongkong, 12th September 1901. [1007c]

NOTICE.

PERSONS having any Claims against or
Owing Money to the Estate of the late
E. H. JOSEPH are hereby requested to send
in Notifications of same, on or before the 30th
inst., to No. 1, Ice House Road.Any Claims after that date will not be re-
cognised.
Hongkong, 12th September, 1901. [1010c]FROM HAMBURG, BREMEN,
ANTWERP, PENANG AND
SINGAPORE.

THE N.D.L. Steamship

"KÖNIGSBERG,"
Captain Christiansen, having arrived from the
above Ports, Consignees of Cargo are hereby
requested to send in their Bills of Lading for
counter-signature by the Undersigned and to
take immediate delivery of their goods from
alongside.Optional Cargo will be forwarded unless
notice to the contrary be given before Noon,
TO-DAY.Any Cargo impeding her discharge will be
landed into the Godowns of the Hongkong
and Kowloon Wharf and Godown Co., Limited,
and stored at Consignees' risk and expense.No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 19th instant, will be
subject to rent.All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 19th instant, at 3 P.M.No Fire Insurance has been effected.
HAMBURG-AMERIKA LINE,
Hongkong Office,
Hongkong, 12th September, 1901. [1012c]NIPPON YUSEN KAISHA
NOTICE TO CONSIGNEES.FROM MIDDLESBOROUGH, ANTWERP,
LONDON, PORT SAID, COLOMBO
AND SINGAPORE.

THE Company's Steamship

"AWA MARU,"
having arrived from the above Ports, Consignees
of Cargo are hereby informed that their Goods
are being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godown at Kowloon, where each
consignment will be sorted out mark by mark
and delivery can be obtained as soon as the
goods are landed.Optional goods will be carried on unless
instructions are given to the contrary before
NOON, TO-DAY.Goods not cleared by the 18th instant, will
be subject to rent.No Fire Insurance will be effected.
All ship-damaged packages must be left in
the Godowns and Notice of same sent to this
Office before the 21st instant, or claims in
connection therewith will not be recognised.NIPPON YUSEN KAISHA.
Hongkong, 12th September, 1901. [1013c]

Intimation.

A. S. WATSON & Co.,
LIMITED.

ESTABLISHED A.D. 1841.

THE LEADING MANUFACTURERS

AERATED
WATERS.

IN THE FAR EAST.

OUR FACTORIES are constructed
with every attention to the best
principles that sanitary science can
suggest; and our NEW FACTORY
at WEST POINT is the LARGEST
and BEST EQUIPPED in the FAR
EAST.A perfect System of Filtration is
employed guaranteeing Absolute
purity.A STAFF OF ENGLISH EXPERTS
attends to every detail of the Manu-
facture.The Waters produced are of the
highest class and excellence; as testi-
fied by the best English makers.A. S. WATSON & CO. LIMITED,
THE HONGKONG DISPENSARY,
Hongkong.

The Hongkong Telegraph

HONGKONG, THURSDAY, SEPTEMBER 12, 1901.

NOTES AND COMMENTS.

Wireless Telegraphy.

It is rather amusing to note that during
the French naval manoeuvres a vessel of that
nationality fell foul of a British warship, and
went on gallily sending and receiving mes-
sages for some time by means of wireless
telegraphy before it was discovered that it
was not a French ship with which she was
in communication. Had a state of war
existed with France at the time, it might
well have happened that the British warship
would have picked up some valuable in-
formation, and it is not surprising that the
French see the necessity for adopting some
cipher when sending messages between
ships by means of wireless telegraphy. One
thing, however, seems very plain, and that is
that, wireless telegraphy, if universally adopted,
will be very liable to betray the presence
of an enemy or vice versa. Even if a code
is adopted it will only serve to prevent
messages being read by a hostile vessel, and
the mere fact of receiving a message which
was unintelligible would serve to show the
receiving ship that a suspicious stranger,
possibly an enemy, was in the vicinity. This
being the case, it will evidently be impos-
sible to use wireless telegraphy if a surprise is
intended, for a squadron using this means of
communication between ships would be be-
trayed to the enemy long before it came
within the range of vision. There is one
comfort, however, and that is that the dis-
advantages of telegraphy of this description
will be fully appreciated by both sides and
thus matters will be equalized.

The Navy.

From all accounts the late naval man-
oeuvres held in the English Channel have
awakened the general public to the fact
which we, who have ships and shipping con-
stantly before us, have so long appreciated,
that Britain's very existence depends upon
her navy and that unless it is kept up to its
requisite strength we must inevitably go to
the wall so soon as we become involved in
a war with a naval Power of equal force.
The manoeuvres of this year have plainly
demonstrated that with the force at our dis-
posal we cannot hope to keep command of the
English Channel, and if we cannot control
what has been previously regarded by us as
a British canal it looks very much as though
our chance of protecting our commerce
would be comparatively slight. It must
not be forgotten that one hostile cruiser
can do incalculable damage to our
mercantile marine and that two or
three, if allowed to have the run of one
of our trade routes, could practically
cut off our communications. What this
would mean is better imagined than describ-
ed. If we could not spare sufficient ships
to render the ocean highways comparatively
safe, it would mean that our food supply
would be interrupted or would be at best
precarious, and thus Britain would be
practically starved out in a very short time.
We trust that the lesson of the manoeuvres
will not be allowed to sink into oblivion, but
steps will be taken to lay down immediately
the extra cruisers which we so sorely need.
Nobody, we think, except a few Little Eng-
landers who are not worthy of consideration,
would dare to grudge the Government the
funds necessary for an increase of the fleet,
and we hope to see that adequate provision
for a large building programme has been
made in the next Naval Estimates. If this
is not done then the Navy League and the
Public must come to the rescue and by pre-
sistent agitation bring about the desired
end.

REUTER'S TELEGRAMS.

PRESIDENT MCKINLEY.

LONDON, September 10th.

This evening's bulletin states that President
McKinley's condition continues favourable.

THE COMMAND IN NATAL.

General Lyttelton assumes command of
the troops in Natal.

THE CHINA SQUADRON.

Rear-Admiral Henry Tremenhare Gren-
fell, C. M. G. succeeds Rear-Admiral Sir
James Andrew T. Bruce, K. C. M. G. as
second in command on the China station.

PRESIDENT MCKINLEY.

President McKinley's condition continues
eminently satisfactory. Unless complications
develop, a rapid convalescence is expected.

THE CHARGE AGAINST KRAUSE.

On the re-appearance of Krause at Bow
Street, the Treasury announced a fresh
charge of incitement to murder. The pri-
soner was remanded pending the arrival of
the necessary papers.

QUARANTINE.

Messrs. Lamke and Rogge courteously in-
form us that they are in receipt of the following
telegram from Messrs. Wm. G. Hale and
Company, of Saigon:—
"Quarantine is reduced to one day's obser-
vation; passengers prohibited."

LOCAL AND GENERAL.

THE GERMAN MAIL of the 9th August was
delivered in London on the 10th instant.THE D. P. W. may be interested to learn that
Chater Road, Kowloon, is in as disgraceful a
state as ever. Kowloonites pay taxes, but they
seem to get very little in return for them, ex-
cept neglect.COTTAM & Co.'s LATEST SHAPES in
LINEN COLLARS.NEWS FROM THE WEST RIVER is by
no means reassuring. Armed robberies are on
the increase, many outrages having been re-
ported lately. There is a feeling of unrest,
many of the people bitterly resenting the new
house-tax.TWO WATER-CARTS were in evidence this
morning on the Pkwy. It is to be hoped that
there will be no breakdown occur during the
coming dry and dusty weather, for the next few
months are those in which a good sprinkling of
the streets is most needed.REAR ADMIRAL Harry Tremenhare Gren-
fell, C. M. G., was promoted to flag rank on the
3rd March last year. He is considered to be
a very smart officer and was, it we recollect
aright, out here in one of the old corvettes of
the Cordelia class. In 1897 he was Captain of
the battleship Trafalgar, the flagship of the
Second-in-Command in the Mediterranean.THE PRIVATE RICKSHA COOLIE is said to
be a great nuisance just at present, but he
cannot be much worse than his public brother.
The insolence of the public ricksha coolies has
greatly increased of late, they invariably try to
extort more than the proper fare and, as often
as not, try to pass bad or uncurrent coin as
change. They badly require a sharp lesson.HENRY RAMSEY, alias Henry Wilson, was
charged at the Magistracy this afternoon with
1st, obtaining money by false pretences
from one of the local banks and secondly with
obtaining one pair of sleeve links, valued at
\$11.50, from Leung Ling, of 24 Queen's Road.
The defendant pleaded guilty to both counts
and, after hearing his explanation, Mr. Hazeland
sentenced him to two months' hard labour.THE DREDGER "CANTON RIVER" is
now lying at anchor off the Kowloon Docks.
She has all her buckets and machinery taken
out of her and, so far as her hull is concerned,
looks very little the worse for her long sojourn
at the bottom of the Harbour. It is rumoured
that a well known firm is in negotiation for the
purchase of her and it is also said that her
repairs will cost some twenty thousand pounds.KRAUSE seems to be getting very deeply
involved, as will be seen by the Reuter's
telegram which we publish elsewhere, announc-
ing the fact that the Treasury have now pre-
ferred a charge of incitement to murder against
him. The trial will, we imagine, prove to be
a most interesting one and will certainly cause
a deal of excitement both in England and
South Africa, not to speak of the whole of the
British Empire.H.M.S. "WATERWITCH" has been very
lucky in escaping typhoons so far. During the
one which gave us a bit of a blow here and
wrecked the steamer "De Witte" off Foochow, she
was lying snugly at anchor in Shanghai, and
one or two others which have come along, she
has managed to dodge. She has gone to
survey the Yuen Sang shoal in the middle of
the Gulf of Pechili. She will then probably
return to Wei-hai-wei and Shanghai, coming on
to Hongkong about the end of October or the
beginning of November.THE STAR FERRY Company, have now
labelled all of the sheep pens on their wharves
and have taken to locking out all season ticket
holders until the arrival of a launch, when they
are passed into the enclosure and allowed to go
on board. The different labels are somewhat
confusing at first and a lot of unnecessary
trouble seems to be taken to guard against
the Company being cheated. We heard a
Kowloonite remark, after viewing the maze,
that he supposed they'd fumigate everybody
next! We hope matters will not get so bad as
that.THE NEW COLOURING of our warships,
as shown by the "Albatross" and "Isis," does not im-
press one very much at first sight. The "Albatross"
certainly looks very wicked with her black
spars and funnel, but a great deal of the smart
appearance of a battleship is lost by the new
colouring. Doubtless Captains and Com-
manders will hail the change with a certain
amount of satisfaction, as they will not have to
put their hands in their pockets so often for
extra paint. We really cannot see, however,
the object of the black spars, for they would
certainly show up against the skyline. From
what we saw of the American fleet in its war-
paint during the Spanish-American war, we
should imagine that a neutral grey, such as
Admiral Dewey adopted, would be better than
our grey and black. Still, we suppose that in
these days of hard common sense a great deal
of decorative work will have to give place to
something more useful and substantial. The
change may be for the better from a utilitarian
point of view, but from an aesthetic one it un-
doubtedly is not.THE RUSSIAN SECTION of the Glasgow
International Exhibition appears to be some-
what fruitful of litigation. The other day, says a
home paper, there was an action by an attendant
against the Russian Commissioner-General; and
now there is an action by the latter against one of
the stall-holders, a Mr. Jasovsky. The Com-
missioner-General sues for interdict against
Mr. Jasovsky, who, he alleges, is selling in the
Russian section goods which are not of Rus-
sian manufacture. According to counsel, some
of the stalls seem to have been appropriated
by "a gang of German Jews," and goods
manufactured in Birmingham were being ship-
ped to St. Petersburg and then reshipped from
St. Petersburg to this country, in order that
they might show a St. Petersburg bill of lading.
Counsel for the respondent took objection to
the receipt upon which the action is founded,
on the Russian Government regulations for the
exhibition, all documents were to be exempted
from stamp duty. Sheriff Balfour, however, sug-
gested that the receipt had better be stamped,
and the case was continued in order to admit
of this being done.COTTAM & Co. for the K. WALKING and
SHOOTING BOOTS.PARCEL MAILS for Europe, &c., per J.S.
Parranalla will close at 3 p.m. to-morrow, the
13th inst.ACCORDING TO THE REGIMENT, the
oldest private soldier in South Africa is Pte.
W. Robertson, who, though over 70 years of
age, is hale and hearty, and has been doing
trench duty. Robertson served in the Crimean
War and the Kaffir War of 1878, and wears
the medals for those campaigns.THE "GOLIATH'S" performance at Wei-hai-
wei, when "Ali Baba" and the Forty Thieves"
was staged, is said to have been one of the
best staged shows ever given on board ship
which is saying a good deal. The auditorium
was especially well arranged, the dialogue was
good and so was the music. In fact, we hear
nothing but praise of the performance.A MAD JACKAL has been running amok
through the lines of the native troops at
Cawnpore. It commenced with the 11th
Rajputs, where it bit eleven men, then found
its way to the 5th Bengal Cavalry where seven
men and seven followers fell victims, and
finally it was pluckily tackled and killed with
a "luluwar." The whole party of sufferers have
been despatched to the Pasteur Institute at
Kasauli.WEI-HAI-WEI seems to have been a very gay
place of late. A correspondent writes that a lot
of Shanghai folk are up there and the place is
quite full of visitors. Tennis or cricket is
played every day, the "Goliath" gave a performance
of "Ali Baba," the Commander-in-Chief
has given a dance and the Commissioner
followed suit. In fact the whole of the last few
weeks has been taken up by amusements and
everybody in the Northern Colony has been
having a particularly good time.WE READ THAT an American woman,
who is a Christian scientist, maintains that
mosquitoes have brains and reasoning powers,
that it is "outrageous," to kill the "little harm-
less insects," and that all that is necessary is to
reason with them. She says: "If a mosquito
is troubling you just speak to him kindly and
say, 'Look here my friend, you leave me alone
and I'll leave you alone.' Then believe that
he won't bite you! Even if he does, his sting
won't hurt. I have done this for years and now
even having the pretty little things around and
listening to their musical buzz." (Hum!)A COMPANY has been organised in America
to drill an oil well large enough to permit a
man going to the bottom. A daring miner will
be equipped with a diver's suit, and will be
lowered into the hole. He will examine the
various strata of minerals through which the
drill passes, and will endeavour to discover the
secret of the source of the oil. The investiga-
tion is expected to find a reason for oil gushers,
and to disclose secrets invaluable to prospectors.
The "diver" will carry an incandescent electric
light to illuminate the narrow passage. Air
will be pumped to him as to deep-water divers.
It is expected he will penetrate further into the
earth than any man has yet done.AT CREWE recently Wm. Cole was charged
with travelling on the London and North-
Western Railway without paying his fare.
Inspector Perkins said that, on the arrival at
Crewe of an express from Central Wales for
Liverpool, prisoner was seen about the middle
of the train standing upon the buffers on a
coach. He had a leg on each buffer, and was
clinging to a gas tube with both hands and
facing the engine. When the train stopped he
jumped off and walked away. His position
was most dangerous, as he might have dropped
under the wheels at any moment, and been cut
to pieces. Prisoner said he was asleep on the
line. The train wakened him and he got
aboard, but at what point he could not say.AMONG MANY GOOD things in the first
number of the "Web-End" is a story told by
Mr. J. M. Campbell, the mimic of the West-
end halls. That gentleman, in recounting his
early struggles as one of a theatrical touring
company, with its memories of unappreciative
audiences and unfilled pocket and stomach,
recalled this incident: "One night, when the
doors were opened, a youth came up to me and
said that he had no money, but if I would let
him go in he would give me a pineapple. I
thought we might as well have something to
eat, so I took the pineapple, and passed the
small boy in. I took the fruit round to share
with the company, and to my disgust we found
it bad. I waited for that small boy. When he
came out I seized him by the ear and said,
'What do you mean by giving me that pine-
apple, you young swindler? It was rotten!'
'So was the show!' was the only apology I got,
as the small boy ran off. And," concludes Mr.
Campbell reflectively, "looking back through
distant years, I am inclined to think that boy
was right!"A HOME PAPER observes that it doesn't fall
to the lot of every man to become possessed of
a robe worn by the Emperor of China. Such a
garment is, however, according to the "Tailor
and Cutter," temporarily, in the keeping of a
Fenchurch-st. tailor. The robe is described as
being made of richly-coloured silk, embroidered
by hand, and lined with sable and white astrachan.
The furs used in the lining are said to be
worth £100, and the buttons which are put
down the front are of solid gold, and are worth
£3 each. The story of its travels from the Im-
perial wardrobe to the shop of this Fenchurch-
st. tailor is somewhat remarkable. When Peking
fell, this robe was taken by an English officer,
who gave it to an English lady of title, who in
turn gave it to a Chinese merchant for some
service he had rendered her. This merchant
has returned to London, and has loaned it to
the tailor, who finds it an excellent window at-
traction. "Thus do the treasures of the East
serve a useful and profitable purpose to the
traders of the West."COTTAM & Co. for the K. WALKING and
SHOOTING BOOTS.

CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

BUILDING.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."—SIR,—I noticed in your yesterday's issue a letter signed "Bawbee." In one part it states plainly, that the Public Works Department cannot enforce any size or quality of timber that shall be used in the erection of any building. Surely, Sir, this must be a mistake. I am certain "Bawbee" is going outside the facts in making such a statement. It is absurd to think for a moment that an act could be drawn up in such a manner as to allow a contractor to build in any size timber he pleased. Why, a builder might from motives of economy put in timbers insufficient to carry the weight of the roof which, in the event of their carrying away, might cause the whole house to collapse. It is contended that the Inspector of Buildings could not point to a clause in the Act and order the contractor to put in stronger timbers, under a penalty? I should like to be enlightened on this point.

I am, Sir,
Yours, etc.,

HONGKONG.

Hongkong, September 12th, 1901.

HONGKONG IN 1859 AND NOW.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."—SIR,—The Times of the 15th March 1859, in the course of a scathing article on the state of affairs in this colony said "It is now some months since we made passing allusion to the abnormal and not very creditable state of our official arrangements in the little island of Hongkong." It is always connected with some fatal pestilence, some doubtful war, or some internal discreditable squabble; so much so that in popular language, the name of this noisy, bustling, quarrelsome, discontented, and insalubrious little island, may not inaptly be used as an euphonious synonym for a place not mentionable to ears polite.

Although the article of which the above is a brief extract was written more than forty years ago, we may well ask ourselves if the affairs of the Colony are in a better condition. Many residents will probably think they are worse. I do not think it is any exaggeration to say that the official administration of the Colony is carried on in a manner that would not be tolerated in any other part of the world. The heads of the Departments are generally conspicuous by their absence. One can hardly take up a *Gazette* without seeing a notification of the appointment of an official to fill some place vacant during the absence on leave of another gentleman. The official appointed may know nothing of the duties he is suddenly called upon to assume. But, in the eyes of the powers that be, that does not matter. One can easily imagine a highly respected official waking up some morning and asking himself "what other department besides my own have I to attend to?" Nevertheless, as the recent files of the daily paper will show, they find time to agitate for an increase of pay, and, if it was not for the Honourable T. H. Whitehead, probably not a word would be said about an increase of pay for the subordinate officials.

The attitude of the Government towards passing events is that of a sphinx. Nothing upsets its calm and serene dignity. Underpaid members of the service may resign, alleging grossly unfair treatment, endorsed by the press of the Colony, but the Government holds fast, saying nothing. An agitation is started against the high price of food stuffs in the Colony and a commission is appointed which makes some valuable suggestions, but as the agitation of the public has cooled down in the meantime, the report is accordingly shelved, and no one expects to hear anything more about it. The underpaid sanitary staff, after their long and arduous work during the plague epidemic, are rewarded with a letter of thanks from the Governor, whilst, for simply doing what he was told to do during the epidemic of 1894, a member of the present Government was rewarded with a C.M.G. Forty or fifty persons meet their death through the falling in of houses, owing to the criminal negligence of some person or persons, but the Government, apparently, takes, or intends to take, no steps to discover the guilty parties.

Amongst other evils, not the least is the way the Chinese are pandered to in the Colony. Stringent measures may not be taken to combat the plague because, forsooth, we are told "it will create ill-feeling against us by the Chinese." They throw their sick and dying on the street and leave them to the mercy of the four winds of heaven, but we must not burn the dead bodies "because it will offend their religious feelings." The Chinese, on the other hand, show their great respect for the Christian religion by torturing and murdering our missionaries. When one considers the humiliations imposed on Englishmen in China through the inaction of the Imperial Government during the early part of the present century, one would naturally think that the Government of the Colony would recognise the impossibility of pandering to the Chinese and at the same time preserving its self respect.

The Chinese are allowed to make the night hideous by clanging pots and pans, not to mention horrible noises on the drum enough to waken the dead and the other noises incidental to the Chinese festivity, whilst if a European started the same amusement it would result in his appearing in the police court the next morning and being fined.

I must now end, Sir. I trust, if you think my letter worthy a place in your paper, that I have not taken up too much room. Every matter that I have touched on, has, I think, been remarked upon in the press of the Colony. If any apology is due from me for simply repeating what has been said before, I apologise, I can only say that I consider it an honour to fall in the ranks with the Press of the Colony leading on the party of progress and reform.

Yours, &c.,

DISGUSTED.

Hongkong, September 12th, 1901.

COTTAM & CO. for ANDERSON'S RAIN COATS and HOLDALLS.

AN IMPORTANT CASE.

A case of peculiar interest is proceeding at the Land Court before The Hon. H. E. Pollock, K.C., (President), and Mr. H. J. Gomperz. It appears that last year Mr. A. H. Rennie bought an island called Tam To, just beyond the Ly-cze-mun Pass from Cheung Cum po, agreeing to pay two other men a sum of money, as they were interested. The island was sold in good faith by the vendor and accepted by the purchaser. It is contended by the Government that the vendor had not the power to sell. The island is part of what is known as the New Territory and was taken over by the British Government subject to existing rights. The case is still proceeding, Mr. Robinson appearing for Mr. Rennie.

OUTCOME OF STABBING AFFRAY.

The woman that was stabbed, as reported by us, is still in the Hospital but progressing as favourably as could be expected. This morning Miguel Hilario Roxas was charged with attempting to murder one Maria Montrol de Zaya, the woman in question. He was remanded.

AT THE MAGISTRACY.

APPROPRIATE NAME.

Ko Liang Biang, commission agent, charged Yung Sin with stealing 14 gold finger rings of the value of \$575.

The defendant was sent to goal for a month and ordered to receive 12 strokes with the birch.

ASSAULT.

Mak Tsing and Li Shunn were charged, with committing an assault on To Tak, a boatman. The case was gone into fully and each defendant fined \$10 or three weeks.

ROGUE AND VAGABOND.

The crop of these pests still continues to be reaped. Lo Luk was sent to goal for 14 days.

BURGLARY.

Lo Tai was sent to prison for two months with hard labour for feloniously entering No. 61, Station Street, with intent to steal.

THE PLAGUE.

Number of cases reported: Chinese 1553, Other Asiatics 33, Europeans 30. September, 1901. Number of deaths reported: Chinese 1518, Other Asiatics 31, Europeans 29. September, 1901. Number of deaths reported during the past 24 hours: Chinese 15, Other Asiatics 1, Europeans 0.

Total number of cases reported to date 1537. Number of deaths reported: Chinese 1518, Other Asiatics 31, Europeans 29. September, 1901. Number of deaths reported during the past 24 hours: Chinese 15, Other Asiatics 1, Europeans 0.

Total number of deaths recorded to date 1566. Since noon on Saturday last the cases and deaths are: Cases Chinese 9, Other Asiatics 0, European 0. Total 9. Deaths Chinese 9, Other Asiatics 0, European 0. Total 9.

The plague returns for last week were: Cases 6, Deaths 6.

BRITISH COLUMBIAN FISHERY.

WAIL OF THE BRITISH COLUMBIAN FISHERING INDUSTRY.

Fairview, Vancouver, B.C., 20 July. Although there is a dispute as to the price to be paid the British Columbian salmon fishers for their take, the mere monetary difference between what the cannery now offer and the men now claim involves a comparatively small sum, and the matter would seem capable of easy adjustment.

The real trouble lies deeper, and is the outcome of a widespread supercession of white and Indian labour by the Japanese in salmon canning and other British Columbian industries. This makes white settlers and Indians alike furious. The more so as they find that many Japanese engaged as emigrants who come over from Seattle, Washington, to act as boatpullers, only resident British subjects being allowed by law to act as licensed salmon fishermen.

It matters little, however, to a Japanese whether he fishes or pulls the boat, as he works in gangs under labour contracts on terms usually made en bloc with some native "boss." The Dominion salmon fishery regulations should secure that boatpullers, as well as actual salmon fishers, be resident British subjects. This would prevent Japanese emigrants from ousting whites and Indians. But Ottawa, unfortunately, is 12,000 miles away, and the Minister of Marine and Fisheries seems quite unable to grasp the British Columbian situation and act accordingly.

Another cause of the serious labour trouble in the salmon canning industry is the fraudulent naturalisation of many Japanese who have not resided continuously for three years in British Columbia, as required by statute.

Hundreds were sworn in without due proof by two Notaries Public, whose appointments have since been cancelled, but the Japanese remain on the list of British subjects, and many of them fish.

Most of the naturalised Japanese know little or nothing of English and are absolutely unqualified for the intelligent exercise of British citizenship. One reason why the cannery employ so many Japs is the indebtedness of the latter to the former for wage advances made last season.—*Morning Leader* Cor.

COTTAM & CO. for SNOW'S and BUCKINGHAM and HECHTS BOOTS and SHOES.

THE LONDON GUTTER MARKET.

A thronged pavement, a perfect babel of cries, and over all the flare of naphtha lamps. Such is the impression that is borne in upon us by one of the London street markets, which, some of the local authorities are beginning to think ought to be abolished. It is Saturday night, the week's wages are available, and the stall keepers are doing a trade that may be called roaring in more senses than one. Vegetables seem to be the chief articles of commerce, but miscellaneous is the only adjective that can describe the commodities viewed as a whole. Here is a stall covered with little white plaster images, and we note Lord Roberts in embarrassing proximity to a full-length Venus. Fruit stalls are fairly numerous, and one covered with bananas and pineapples looks quite enticing. Odours as of the sea attract our attention to a place where there is a miscellaneous variety of shellfish. They are served up for consumption on the spot in little saucers, and vinegar and pepper are supplied *ad lib.* "Fresh from Southend" is the legend inscribed over the purveyor's name, and doubtless reminiscences of Bank Holidays spent at that popular Cockney resort arise in the minds of customers as they swallow down the luscious winkles and cockles. The smell of lavender is wafted from the basket of an aged dame whose premises appear to consist in the space she stands upon in the gutter. Next to her is a barrow gorgeously decorated in primary colours, where ice-cream is sold. There have been damaging reports abroad as to the purity of the concoction, and so the proprietor has hoisted a notice which runs thus:—

WE DEFY INSPECTION.

Milk 60 per cent
Shugers 20
Miscellaneous 16
Vanilla 4

Have you lost a key? Over there by the weighing-machine is a stall where you will doubtless find a duplicate among the miscellaneous collection of rusty ironmongery that is there set out. A little further on linoleum is being sold by a man who vigorously thumps the stuff as he extols its cheapness and merits, in a voice that makes us wonder whether it was for purposes of convenient lubrication that he took up his position next the man who sells a mysterious brown liquid labelled "Sarsaparilla" at a penny per glass.

It might be supposed that the shopkeeper would regard the gutter merchant as his natural enemy. The latter pays no rent and no rates, and so can undersell his rival across the pavement. But such is not the case. The shopkeeper finds profit in the crowds that the street market attracts. The shopkeeper, however, whose business is in the adjoining street, but not actually in the market thoroughfare, complains bitterly of the unfair competition of the street stalls.

These unauthorized street markets, many of which have been in existence beyond living memory, have a useful purpose to serve. They are always found in poor neighbourhoods, and are the means by which surplus food from the authorized markets is distributed at cheap rates among the poor classes. There is a growing tendency, however, to regard them as something of a nuisance from the sanitary as well as the traffic point of view. The London County Council has accordingly been looking into the matter, and it is suggested that the Borough Councils should seek statutory powers to become the market authority for their districts, and supply proper accommodation as near as possible to the sites of the existing street markets.—*Pall Mall Gazette*.

GAMBLING ON A LINER.

Passengers who came over on the last crossing of the *Dutchland*, says a home paper of last month, tell a curious story of liner card-sharps and a thought-reader who discomfited them, and was in turn done.

The thought-reader, who played "poker" assiduously, thought that he had reason to suspect the play of a clerical-looking young man with glasses, and of his companion, a tall, guileless-looking youth with fair hair.

The youths, though childlike and bland, were in fact a notorious pair, and as clever a brace of scoundrels as ever manipulated a pack of cards. Finally, in a game for goodly stakes, the thought-reader gazed intently at the fair-haired youth, who was dealing, and said in a serious vein:—

"Mesecms, young man, that you are toying over-dexterously with the cards. I read in your eyes that you have dealt me by design three kings, and yourself three aces, the intention being to have me bet divers large sums of money. I will wager a goodly sum that I am right."

The sharper paled visibly beyond the usual pallor of the gambler. The thought-reader turned the cards. He had three kings, and the youth had three aces. "It is even so," he remarked.

"It is purely chance that the cards run so. They are as likely to come that way as any other," cried the clerical sharper.

"I don't think!" retorted the thought-reader. "I read in your face that you have spare cards up your sleeves for the purposes of filling hands, and that you have prepared packs in your pockets to substitute if necessary."

"Will you allow your lips to be searched, or will you quit the game quietly?" "Well, quit!" said the clerical sharper, "but I ask gentlemen, in all fairness, if this thought-reader is not the slickest grafter of us all. I insist that he, too, quit the game. He's a clairvoyant, sure."

"That's right," cried a dozen players who had gathered around. "He's too smart to play poker with gentlemen." The thought-reader protested, but he had to leave the game and give up gambling for the trip.

For obvious reasons, no names are given, but they are all on the *Dutchland's* passenger list.

COTTAM & CO. for the LATEST SHAPES in SOFT FELT HATS. [956c]

Insurances.

"Strongest in the World." ONE DAY TOO LATE.

In the life of almost every man there comes a day when it is impossible for him to buy life assurance at any price. "One day you may be able to pass a satisfactory examination. To-morrow the company might decline your application. Yet hundreds—yes, thousands of men say:—"To-morrow, To-morrow"—And hundreds of widows and orphans to fight the battle of life alone, as a result. Can you afford to run the risk? The Equitable Life Assurance Company F. KIENE, Manager, Hongkong.

Hongkong, 7th September, 1901. [959c]

"L'UNION" FIRE INSURANCE COMPANY, LD. (Established 1828).

THE Undersigned, having been appointed GENERAL AGENT for the above Company, is prepared to ACCEPT RISKS at current rates. Claims settled direct without reference to the Head Office.

A. R. MARTY, Agent.

Hongkong, 5th July, 1901. [712c]

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSEN & Co.

Hongkong, 28th May, 1894. [30]

To be Let.

TO LET.

NO. 1, STEWART TERRACE.—THE PEAK. Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 31st July, 1901. [799c]

TO LET.

GODOWN—No 5A, DUBDELL STREET. Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 31st July, 1901. [822c]

TO LET.

A HOUSE in RIFON TERRACE. Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 31st July, 1901. [209c]

TO LET.

NO. 3, ORMSBY TERRACE.—KOWLOON. Apply to PUN HUNG, 85, Queen's Road Central. Hongkong, 17th July, 1901. [761c]

TO LET.

GODOWN—PRAYA, KENNEDY TOWN. Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 4th September, 1901. [971c]

TO LET.

NOS. 1 to 8, WILD DELL, WANCHAI ROAD. Apply to SANG KEE, 29, Des Voeux Road Central. Hongkong, 5th September, 1901. [976c]

Masonic.

PERSEVERANCE LODGE OF HONGKONG, No. 1,165.

A REGULAR MEETING of the above LODGE will be held in the FREEMASONS' HALL, Zealand Street, on MONDAY, the 16th inst., at 8.30 for 9 p.m. precisely. Visiting Brethren are cordially invited to attend. Hongkong, 7th September, 1901. [988c]

A CURE FOR ASTHMA!!! GRIMAUDT'S INDIAN CIGARETTES

Asthmatic people who suffer from Oppression in breathing, stifling sensations, Hoarseness, and Loss of voice, Nervous coughs, Laryngitis, Colds, Whooping Cough, Bronchitis, Insomnia, Catarrhal affections, and difficulty in expectoration, are promptly relieved by these Cigarettes.

GRIMAUDT & Co., Paris, Sold by all Chemists.

GRIMAUDT'S Matico Capsules AND INJECTION

Renowned Physicians prescribe Grimault's Matico as the most active and at the same time the most innocuous remedy in the treatment of Gravel and Chronic Rheumatism. These Capsules, unlike Copala, have not the inconvenience of producing Haemorrhages.

MATIO INJECTION is used in several cases. MATICO CAPSULES in the same chronic cases. GRIMAUDT & Co., Paris, Sold by all Chemists.

Intimations.

LAST DAYS OF SALE.

WILLIAM POWELL, LIMITED.

FRIDAY, 13th September,

AND

SATURDAY, 14th September.

SALE GOODS, HALF PRICE! HALF PRICE!! HALF PRICE!!! LAST DAY, SATURDAY, SEPT. 14.

R. G. HECKFORD, Manager.

KRUSE & CO., CONNAUGHT HOUSE, HONGKONG.

CIGAR MERCHANTS AND TOBACCONISTS.

Fancy Goods of every description.

COLUMBIA BICYCLES.

SOLE AGENTS FOR

Welsbach Incandescent Gasburners.

Hongkong, 2nd September, 1901. [954c]

W. BREWER & Co.

RECENT POPULAR NOVELS BY LEADING AUTHORS.

PING PONG. Ex. s.s. "CANTON." All our Registered Orders are now executed. ANY FURTHER ORDERS will be delivered in rotation after the present stock is EXHAUSTED. SISTER TERESA, by George Moore 1s. 6d. CINDERELLA, by Hans Christian Andersen 1s. 6d. THE WHITE LION, by Lindsay 1s. 6d. EDWARD BLAKE, by Sheldon 1s. 6d. A THIRTYLOSS SCANDAL, by J. M. Barrie 1s. 6d. MR. BARNES OF NEW YORK, by Ginter 1s. 6d. THE HEARTS OF THE LORD, by Flora Annie Steel 1s. 6d. THE GOOD RED EARTH, by Eda Phillips 1s. 6d. THE MIDNIGHT PASSENGER, by R. H. Tessa, by Louis Becke 1s. 6d. FRANKS URGENT, by M. E. Francis 1s. 6d. IN BAD COMPANY, by Bolderwood 1s. 6d. SOULS OF PASSAGE, by Amelia E. Barr 1s. 6d. UNDER THE RED WOODS, by Bret Harte 1s. 6d. ELEANOR, by Mrs. Humphreys Ward 1s. 6d.

Hongkong, 10th September, 1901. [689c]

NEW PATENT SODA-WATER-MACHINE.

Especially suitable and a real necessity for Hotels, Hospitals, Barracks, Officer's Messes and Private Messes, Families in Up-country places, Mission Stations, and for Passenger Steamers.

The most simple and efficient machine yet invented for the manufacture of all kinds of Aerated Waters: Lemonade, Fruit Lemonade, Champagne Cider, &c., &c., &c. The machine is worked by hand, can be attended to by any ordinary native servant and manufactures Aerated Waters of best quality at enormously cheap prices.

LEOPOLD SPATZ & CO.

Hongkong, 29th July, 1901. [733c]

PETER SYS' WONDERFUL SPECIFIC.

THE only remedy at present known as an INFALLIBLE and PERMANENT CURE for SPRUE, DYSENTERY, DIARRHŒA, HEMORRHOGE and ULCERATION of the BOWELS.

Recommended by some of the Chief Specialists of the Medical Profession. Sold retail by all Chemists and Wholesale by THE PETER SYS COMPANY, (Proprietors and Sole Manufacturers) 9, Old China Street, Shanghai.

12th October, 1898. [21]

NEW VICTORIA HOTEL.

ROTISSERIE. Meals a la Carte. CHOPS, STEAKS, etc., at any time, between 7.30 a.m. and 11 p.m. Monthly Dinner at Moderate Rates. Madar & Farmer, Proprietors. Hongkong, 2nd September 1901. [958c]

F. BLACKHEAD & CO., SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.

PRAYA CENTRAL HONGKONG, SOAP MANUFACTURERS. Sole Agents for HARTMANN'S HARTJEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES, &c., &c., &c. Sole Agents for FERGUSON'S SPECIAL CREAM and P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c. EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK. REASONABLE PRICES. Hongkong, 14th May, 1896. [58]

SIEN-TING, SURGEON-DENTIST.

No. 14, D'AGUIAR STREET. TERMS: VERY MODERATE. Consultation free. Hongkong, 27th September, 1898. [30]

DROZ & Co., WATCH MANUFACTURERS, STEAM FACTORY ESTABLISHED 1864. ST. IMIER, SWITZERLAND.

SPECIALITIES: LEVER WATCH & CHRONOMETERS. TRADE MARKS: MAXIM, BERNA, &c.

REPAIRS OF WATCHES AND CLOCKS by competent European experts at Moderate Rate. No. 10, QUEEN'S ROAD CENTRAL. Hongkong, 15th May, 1901. [526c]

NEW GOODS.

PLENTY IN HAND.

D. NOMA, No. 12, Beaconsfield Arcade, Opposite the City Hall. Hongkong, 30th April, 1900. [41]

JUST UNPACKED. BEST GERMAN SAUSAGES of a well-known make, in small and large tins, of various kinds. Finest WESTPHALIAN HAMS. H. RUTTENBERG, 4, D'Aguiar Street, and 39 & 40, Elgin Road, Kowloon. Hongkong, 13th July, 1901. [54]

JAPANESE CURIOS.

A detailed black and white illustration of a three-masted sailing ship, likely a clipper or a large schooner, navigating through a choppy sea. The ship features three tall masts with complex rigging, including numerous ropes and pulleys. The hull is dark, and the ship is shown from a side-on perspective, moving towards the right. The water is depicted with stylized, wavy lines, suggesting a rough or fast-moving sea. The background is plain white, emphasizing the ship and the water.

**TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE;**

"CITY OF PEKING"	TUESDAY, 24th September, at Noon.
"GAELIC"	WEDNESDAY, 2nd October, at Noon.
"CHINA"	SATURDAY, 19th October, at Noon.
"DORIC"	TUESDAY, 29th October, at Noon.
"PERU"	TUESDAY, 12th November, at Noon.
"COPTIC"	WEDNESDAY, 26th Nov., at Noon.

GEORGE ECKLE
Acting Agent.

SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.
 (CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
 Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

EMPRESS OF JAPAN...Comdr. H. Pybus, R.N.R.,.....WEDNESDAY, 25th September.
EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R.,...WEDNESDAY, 23rd October.
EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R.,...WEDNESDAY, 20th November.

Hongkong, 28th August, 1901.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT: BLACK SEA and BALTIC PORTS: NORTH and SOUTH AMERICAN PORTS).
PROPOSED SAILINGS FROM HONG KONG.

STEAMERS.		DESTINATION.	SAILING DATES.	
ANDALUSIA	Ehlers	HAYRE, BREMEN and HAMBURG. (Calling at SINGAPORE and PENANG).	21st Sept.	Freight.
ARABIA	Sachs	HAYRE and HAMBURG. (Calling at SINGAPORE and COLOMBO).	5th Oct.	Freight.
KOENIGSBERG	Christiansen	HAYRE, BREMEN and HAMBURG. (Calling at SINGAPORE and PENANG).	19th Oct.	Freight and Passengers.
HAMBURG	Jacob	HAYRE and HAMBURG. (Calling at SINGAPORE and COLOMBO).	2nd Nov.	Freight.
SEGOVIA	Poerck	HAYRE and HAMBURG. (Calling at SINGAPORE and PENANG).	16th Nov.	Freight.
MARBURG	von Blinzer	HAYRE and HAMBURG. (Calling at SINGAPORE and COLOMBO).	30th Nov.	Freight.

HAMBURG-AMERIKA LINIE.

Hongkong, 22th September, 1901.

PUBLIC AUCTION.

THE Undersigned have received instructions from The Acting Captain Superintendent of Police, to sell by

PUBLIC AUCTION,

on

ATURDAY, the 14th September, at 11 A.M.,
at Central Police Station.

A QUANTITY OF

**DAMAGED & CONDEMNED STORES,
AND SADDLERY, &c.**

TERMS:—As Usual.

HUGHES & HOUGH,
Government Auctioneers.

Hongkong, 12th September, 1901. [1006c

THE following Particulars and Conditions of
Sale of Crown Land by Public Auction,
be held at the Offices of the Public Works
Department, on

MONDAY,
the 16th day of instant, 1901, at 3 P.M., are
published for general information.
By Command,

J. H. STEWART LOCKHART,
Colonial Secretary.
Colonial Secretary's Office,
Hongkong, 30th August, 1901. [1003c

Particulars and Conditions of the letting by Public Auction Sale, to be held on Monday, the 16th day of instant, 1901, at 3 P.M., at the

ices of the Public Works Department, by order of His Excellency the Governor, of One of CROWN LAND, at Hung Hom, Kowloon, in the Colony of Hongkong, for a term of Years, commencing from the 5th November, 1900, with the option of renewal at a CROWN RENT to be fixed by the Surveyor His Majesty the KING, for one further term of 75 years.

Registry No.	LOCALITY.	Boundary Measurements.				Contents in square feet.	Annual Rent.	Upset Price.
		N.	E.	S.	W.			
Inland Lot No.		ft.	ft.	ft.	ft.		\$	¢
242.	Hung Hom	50	50	14.6	14.6	725	1	300

**40 Years
Experience**

is represented in the
Continuous Installment
Policies of The Equitable.
A guaranteed
INCOME FOR LIFE
even if you live as
long as
Methuselah.
The ideal Assurance
Particulars for
the asking.
The Equitable Life.

"Strongest in the World."

F. KIENE,
Manager, Hongkong.

CHINESE or PORTUGUESE at once,
as, an ASSISTANT BOOKKEEPER.
Salary \$35 to \$40.
Apply, personally to—
H. RUTTONJEE.
Hongkong, 6th September, 1901.

AN EXPERIENCED LADY MANAGER
for CRAIGIEBURN HOTEL.
Apply by Letter, stating experience and
closing copies of Testimonials, &c., to
THE MANAGER,
CRAIGIEBURN HOTEL
Hongkong, 8th August, 1901. [352c

WANTED.
AN EXPERIENCED MAN of business to
Act as COMPRADORE from next
China New Year.
Full Particulars can be obtained on applica-
tion to the Undersigned.
By Order of the Board of Directors,
E. W. RUTTER,
Manager.
Hongkong, 30th July, 1901. [312c

FIRST SEASON'S CONSIGNMENT
of
AMERICAN ASPARAGUS & DESSERT
FRUITS, ALL KINDS.
Apply to
G. GIRAULT,
Hongkong, 20th August, 1991. [567c

THE
ROBINSON
PIANO CO., LIMITED.



**BEST VALUE IN
PIANOS.
MONTHLY PAYMENT
SYSTEM.**

Hongkong, 10th August, 1903

THE EXECUTION OF CHOU TSZE.

SHANGHAI, September 7th.

The execution of Chou Tszteh, the ex-prisoner of Chuchu garrison, took place on the afternoon, the 25th August as stated in my message sent a week ago. About half-past five in the afternoon the Captain was seated in a common criminal's chair, without any guard upon it, his hands bound fast behind him. A large number of Hangchow, that is, the natives of the city of Hangchow, with several British soldiers, escorted the prisoner to the execution grounds outside the Tsingpo Gate. The Provincial Judge also accompanied the prisoner. The wife and younger son and daughter-in-law of the doomed man were present at the execution, and were with difficulty kept back from the executioner's block by all weeping and crying aloud, and per-

Chinese view the progress of the Kiangsu railway with some uneasiness, says the *Lat Mercury* of the 7th inst. As it is difficult to build a railway from Chefoo to Tientsin, they are anxious to have the line deepened and attended to. There is a canal from Tsinanfu to the Gulf of Pechili, reaching the latter end near Yangkou, but it is in a very bad condition. As it made some time ago to run steamships between Yangk Chihkou and Chefoo, it proved unsuccessful. Governor Yuan has lately sent an official to Chefoo to make arrangements with the Chinese merchants to reopen the steam launch traffic, but they refused to do so until the navigation canal is improved. It is now reported that Governor Yuan has ordered dredgers for the purpose in the hope that it will be possible to preserve a considerable portion of the line from Tsinanfu to Chefoo when the line from Tsingtau is opened to Tsinanfu.

high not wholly unexpected, the demise of Captain A. M. Bisbee, for many years the Master at Shanghai, came as a shock to numerous friends there. Captain Bisbee peacefully away at 5 o'clock on the 7th after a very short illness. The deceased was born at Plymton, Plymouth Co. Mass. on 14th October, 1841. His father, and we also his grandfather, were shipmasters, and his days of his boyhood Plymouth was, we would say, a great centre of shipping at a time when the American sailing ship traffic was at its height. He was nurtured and brought up in the atmosphere of maritime enterprise and of the fact that the only life worth living was that of the adventurous sailor. To be a shipmaster was a forebear had been before him, to even become a partner and a shipowner; to do so and do his part towards the continuance of the breed of seamen—that appears to have been the passionate ambition of his youth. The life which sailing ship life had for him he loved, and of late years one of his greatest pleasures has been the reading of old day sea stories and stories and poetry. He gained a command at a very early age. In 1868 at the invitation of the Inspector-General

transferred as Divisional Inspector to Shanghai and in 1888 under a new organization to the Marine Department he was appointed Inspector. At one period he was in of the Engineer department and personally conducted the erection of more than two thousand. The foregoing particulars will tell only to a few of his old friends. His career as Coast Inspector and Master is better known, the salient characteristic of which was a whole hearted devotion, not only to the Customs service but to the public. His sense of responsibility and of the public rights of navigation that pertain thereto was equalled only by his indomitable will with which he defended. His ability was conspicuous. He personally acted as marine surveyor, president of the Enquiry, and acted as the assessor in the Kingsheng-Grosmont case, and many others and was Chinese delegate at the Washington Maritime conference in 1889. Owing to the maritime nature the general public have little knowledge of which they owe him for the twenty years of devoted service. His intimate friends knew well the greatness of his heart and his loving nature which existed beneath the rugged manly exterior. The personal regard to him of his subordinates is the best evidence of the greatness of the nature which he possessed from us.

Mr. John Bisbee's life deserves a fuller account. At the present moment the materials available and the subject deserves more study. We find in the List of Chinese Foreign Honours, etc., held by members of the Customs service that Civil Rank of the Third Class and the Double Dragon Third Grade, first class, were conferred on him by the Chinese Government on the 3rd September, 1890.

Mercury.

THE INTERCEPTION OF WIRELESS TELEGRAPHIC MESSAGES.

PARIS, August 5th.

Drapeau to-day publishes an interview with the French Admiral, who took part in the naval manoeuvres. Questioned with reference to the statement made in the House of Commons as to the interception of wireless telegraphic messages by a British warship the French Admiral this officer is represented as having said:—

"Messages transmitted by wireless telegraphy are intercepted both by French and British warships. No importance is, therefore, to be attached to the incident. It will be sufficient to employ a secret code in future to prevent such interceptions."

As regards the results of the manoeuvres, the Admiral said: "The bombardments at Agadir and Algeciras conclusively showed that wireless batteries are absolutely useless against the fire of warships which by approaching close enough to be safe from their fire can render the batteries untenable. They must be destroyed them at almost point blank range. High level batteries, on the contrary, are dangerous for ships of war. Except in the case of *surprise*—such as those which occurred at Agadir—it will always be preferable, therefore, to choose high emplacements for the interception of shore batteries." As for the batteries of Agadir, they are quite inadequate. They could not protect any fleet which sought refuge in that port."—*Reuter*.

WINE AND SPIRIT MERCHANTS.

who dig and delve for coal and iron ore, work in shifts day and night at the smelter-houses and amidst the fierce heat of the great caldrons, know much of the social life of the great Black Country population which is between Birmingham and Wolverhampton.

Lancashire has a thick belt of towns all round, but hard as the work of the mill hands is, it is of a very different kind from that of the miners of the Midlands. And the recreations of the Lancashire people vary quite as much as their occupations. Lancashire men take a particular interest in their brass bands and their pride in Rugby football. In the Black Country men take their terriers, have a weakness for horse-racing, and are experts in the art of fly-fishing.

Some twenty or thirty years ago, when the population of the Black Country was only 1,000,000, and its workers were earning as many as 10s. a week as they do shillings now, it was no uncommon thing to find "bull-pups"

their owners quaffed champagne. A tale told in this connection of an old iron-puddler was exercising his son's "pup," when the laid hold of the calf of his leg. "Bear it, er," exclaimed the hopeful, it will be the n' of the pup." And so the old man bore a good cause.

The recreations of the Black Country to-day are on the old lines, but somewhat varied. There is plenty of rabbit coursing, and pigeon-flying. Saint Monday is religiously kept, and no one would even of working on that day. Rabbit coursing is the particular sport indulged in just and what are locally known as "Ledgers." The name "Ledger" is probably derived from the great race, but in the Black Country it is known in connection with rabbit coursing. Hundreds attend these meetings, and the amusement runs high, as sometimes half-a-dozen men have a part share in a dog who in itself represents a kind of limited liability company. Rabbit coursing seems a relic of old bull-baiting days, with less cruelty, perhaps, to the victim, but it is a form of which has a firm hold of the population and will be hard to put down, when the necessity for legislation does arise.

a man the other day in Darlington who a small, quivering, smooth-haired bitch leather thong, and he said he would not go for her. She was the "quickest rat on this 'ere earth," he said. He had her to Cardiff, where she had killed at 200 rodents. He was then taking her to rat-infested-stables-and farmyards, and he was earning him a good living. Pigeon-flying is not considered very respectable circles where the utility of the sport is known; but in the Black Country it is considered as a fine art. There are innumerable pigeon clubs, especially Darlington way, and every Sunday morning large parties of workers sallies forth with flag-baskets to the flying districts to "loose up" their birds, working at hot furnaces all night, on leave at three and four o'clock these summer evenings, instead of retiring to bed, will sallies on pigeon-flying expeditions. Germany taking great headway with regard to the nation of homing pigeons, and our own rament might learn some practical lessons from the humble sportsmen of the Black Country-facing is in great vogue amongst miners and ironworkers—not long-distance races, but sprints up to about 120 yards, wonderful how fleet-footed some of these younger youths and men are. In Wednesday, particularly, where there is a fine running and, matches are arranged every Monday, and great is the interest taken in each event. These are the principal methods of recreation in the Black Country. There is, of course, the cock-fighting, when the police are not strong, and they are not too severe, and occasionally a dog-fight takes place in a remote corner; but these events are not by any means popular. The Black Country of to-day stands on a much higher plane than is generally

GIVING THE CUE.

a reference in *M. A. P.* the other day to a reporter putting in the "Hear hears," and means to complete Sir William Harcourt's own speeches, recalls an amusing story of an adventure that once befell a distinguished Governor, who was afterwards a well-known figure in the House of Commons. The Governor was called upon to lay the foundation of a new institution upcountry, and all the officials, officers, and planters in the district assembled for the occasion. His Excellency delivered a suitable speech, and as he got on to a general planter near the platform, who, when overindulging in "pegs" during the afternoon, had at each stop with "Applause," and prolonged applause, "Renewed," and kindred observations. The incident was screamingly funny, the popular Governor had as much trouble to keep a straight face as the members of his audience. The officials, at the worst time of it, feeling that it would be "flat burglary" to laugh at the Governor's discomfiture, and the only really good man in the crowd was the dare-devil for who was causing all the trouble. His intention afterwards was that the weather was really too warm for hand-clapping and cheering, and he thought he would, by way of civility, act as *chef de la clique*, to save the fellows from taking trouble, and to help themselves as they might be present. The result, being a "man of gall and patriotism," easily forgot the "peggy" planter, who was excellent friends afterwards.

GIRAULT; FRESH GOODBYE WITH MAIL.

HOW SMITH GOT A MEDAL.

"Alpha" writes to a contemporary:—We had been down the river, fishing—four of us in a boat—and when within 30 yds. of home, in the dust of the evening, we noticed something fall from the wharf where some youngsters were playing. Pulled over and found a girl sinking for the second time. Everybody except Smith, who was hideously and wondrously drunk, grabbed her and pulled her out. While we were doing it Smith fell in. The state of Smith has been already mentioned. He was a heavy man, and the toll we had in fishing Smith out was like unto the numerous labours (I forget how many) of the mythological person whose name I can't remember. Brown carried home the little girl, who wasn't much the worse. Johnson and I laboured up the street dragging a great mass of soaked, drunk, limp, helpless, unpleasant Smith. Never in all my life did I see so much water run off one man—or even six men. Near home we met Smith's employer, who indicated the streaming object with the end of his walking stick, and asked in a contemptuous tone what that might be. To save Smith's billet we had to say that he was suffering from prolonged immersion in an effort to save a fellow-creature. Smith has the Humane Society's medal now, and has been mentioned in the papers, and thanked, and presented with a purse of sovereigns by the mayor at a crowded public meeting. Also he is looked on kindly by a nice girl with property—the elder sister of the child we rescued. And as the result of one ill considered and well meant prevarication we have no medal, no purse of sovereigns, no fame, no public meeting, no nice girl—nothing but the damage done to our clothes where Smith dripped on us. We haven't even the satisfaction of knowing that Smith is aware that he is an impostor, for he really thinks he did it. Language fails me. It also fails Brown. Certainly it hasn't failed Johnson yet, but even he is likely to run short of adjectives soon.

THE EXPERT EXPLAINS.

If you want to get puzzled about coffee, talk with an "expert" for a little while. Here is an explanation of the commonness of bad coffee, given to the reporter of a New York newspaper, by "the coffee buyer of one of the city's largest grocery establishments":

"There is no question about it, all coffee ought to be ground just before it is cooked, and yet fully three-fourths of our retail trade is in ground coffee. Laziness and late breakfasts have ruined our American coffee and patent coffee pots have finished the job."

"About the only place I know of where I get coffee to suit me now-a-days is in the little village where I spend my vacation. I send up the green coffee, and the landlady browns it in small quantities and grinds it as she needs it. Then she makes it in a battered tin coffee-pot, settles it with an egg, and serves it with real cream, and I feel that I'm really getting my money back and that life is worth living."

"Of course, buying coffee already browned isn't so disastrous as buying it ready ground. I advise brownning it at home, a little at a time, but it does take time and bother, and practically no green coffee is sold except to coffee-roasters. The have every convenience for wholesale roasting and do it well enough."

"Anyone who knows anything about coffee can tell one kind from another, in the green, but the coffee roasting process has been so perfected that the green berry marks may be completely obliterated."

"Not one conk in a hundred is careful enough not to allow coffee to boil, and boiling will queer the best coffee on earth. It must come just to the verge of boiling and stay there for a few minutes, but never go beyond. Boiling brings out the tannic acid and greatly injures the flavour and aroma, but makes the stuff positively injurious."—*Planting Opinion.*

THE MORGAN MYTH.

In one of the current jokes that is going the rounds of the press a surprised child is represented as asking her teacher "What did you say holds the earth in its orbit?" "The attraction of gravity," replies the teacher. Then, says the pupil, "somebody has been stringing my pa again, for he says it's John Pierpont Morgan."

"That story is an excellent representation, after the American manner, of the popular impression of that eminent financier. It has come to be the common belief that he regulates everything everywhere, if it is only big enough to justify him in bothering with it. No trust promoter now approaches any one with a promising scheme who does not impart to his victim in sepulchral whispers, and in the deepest confidence, that he need not fear the result, for "Morgan is behind it." If "Morgan" is "behind" a twentieth part of the schemes which prolific imaginations attribute to his fertile brain, he is walking in the rear of one of the largest processions ever organized. We doubt whether Mr. Morgan is "behind" anything. He is the recognized "head" of a number of large capitalists who have great ambitions, but who are quite certain in the end to overreach themselves. If they do not it will be the first time in human history that great temptation and unbounded opportunity have failed to lead men to financial disaster. If Mr. Morgan were really engaged in all the speculative combinations with which his name is associated, his banking house would be a very unsafe concern to deposit money in. There is a limit to the power of the human intellect. There is a strain under which the strongest mind must give way. Under his acknowledged responsibilities Mr. Morgan is travelling a very dangerous road. Scores of people are now carrying heavy insurances on GIRAULT'S GREAT SPECIALTY.

his life in the belief that there is no one to take his place should he fall, and that the mighty organizations which he has created must pass away with him. But he is carrying enough without imagining additions to his burden. He is innocent of most that is attributed to him. There is a well-defined Morgan myth creeping into our folklore.—*S. F. Chronicle.*

UNCLAIMED LETTERS AT THE POST OFFICE.

Letters for the following persons lie unclaimed at the Post Office:

Atlanta, Miss J. Marshall, C. W.
Ainslie, Mrs. E. F. Mills, S.
Anderson, Mrs. E. F. Marang, W.
Anderson, J. J. Mills, S. O.
Allard, Rev. T. Mitchell, W. T.
Alexander, W. R. M. M. M.
Alley, W. R. M. M. M.
Baret, Mr. Mary
Bender, H. L. M. M.
Bracton, Hy. M. M.
Burke, Rev. P. C. M. M.
Burger, L. W. M. M.
Brown, A. J. D. D.
Browneau, M. M.
Bunnet, F. M. M.
Brown, F. W. M. M.
Bertram, W. M. M.
Brown, P. A. R. C. A. M. M.
Bernard, Miss M. M.
Bennet, Major F. W. M. M.
Brownell, N. M. M.
Berth, C. M. M.
Cramer, R. B. M. M.
Carles, A. M. M.
Chinichiole, G. N. M. M.
Cavill, Miss A. M. M.
Cilly, A. G. M. M.
Campbell, H. M. M.
Collins, M. M. M.
Cox, M. J. M. M.
Crowley, M. M. M.
Cost, Francisco M. M.
Cruz, Miss C. M. M.
Coorubus, G. M. M.
Douglass, Mrs. M. E. M. M.
Dyson, M. M. M.
Dedent, A. H. M. M.
Demate, A. P. M. M.
Drowd, J. M. M.
Drewell, A. M. M.
Espósito, E. M. M.
Eschauer, P. M. M.
Engert, M. M. M.
Exceller, M. M. M.
Eck, M. H. M. M.
Eakin, E. M. M.
Ewing, Rev. M. M.
Fitzsimons, C. A. M. M.
Fleming, G. M. M.
Farr, A. J. M. M.
Frankland, A. M. M.
Flying Jordans Circus M. M.
Forrest, M. E. M. M.
Fernandes, J. M. M.
Ferreira, E. M. M.
Frongue, Miss M. M.
Gembare, J. M. M.
Gorcke, A. M. M.
Girard, A. V. M. M.
Galbraith, J. M. M.
Grieve, A. R. M. M.
Grant, L. W. M. M.
Guthrie, J. R. M. M.
Gray, A. C. M. M.
Grothe, A. M. M.
Gray, C. E. M. M.
Giffen, Mrs. M. M.
Glenzie, M. M. M.
Herman, H. M. M.
Herron, T. M. M.
Hannan, J. W. M. M.
Hawthorn, S. M. M.
Haiman, A. M. M.
Habbam, M. M. M.
Hunter, J. A. M. M.
Hanson, M. M. M.
Haji Hassan M. M.
Hobbs, W. M. M.
Horwitz, M. M. M.
Hamilton, A. M. M.
Jarvey, J. M. M.
Johnson, J. M. M.
Johnstone, B. H. M. M.
Jordan, Capt. J. M. M.
Jordan, C. M. M.
Jorden, L. M. M.
Jones, W. R. M. M.
Juster, A. M. M.
Junnor, M. M. M.
Jarvey, J. M. M.
Jones, L. M. M.
Kalet, M. M. M.
Keelin, H. M. M.
Kapple, W. A. M. M.
Kissersant, Smith M. M.
Kahweiller, S. M. M.
Kelly, T. M. M.
Lauria, A. M. M.
Luz, D. M. M.
Little, Mrs. A. M. M.
Liv, R. J. P. M. M.
Lorenzo, M. M. M.
Lever, S. M. M.
Livingstone, J. M. M.
Leslie, M. H. M. M.
Limerick, F. M. M.
Leon, A. D. M. M.
Lee, T. M. M.
Lang, R. W. M. M.
Lee, C. M. M.
McLean, A. E. M. M.
Miller, O. H. M. M.

List of Registered Covers in Poste Restante.

Abdoola, (A. W. Gao.) Kiser, Singh
Andrews, Wm. Kumura
Abbas Khan Kala-Singh
Amor Shah Kohen, E. A.
Angudhia, M. S. Kallah Singh
Atlantis, Miss L. L.
Altman, W. Linton, G. (London.)
Brandt, P. (3) Lal Singh
Bodan, Wm. & Co. McDougall, Mrs. R. S.
Boden Bros. & Co. McGill, Major H. S.
Bass, Miss (Tientsin)
Cadieux, Miss J. Martin, H. J.
Campbell, Capt. Marsh, Capt. P.
Cameron, A. B. Mullary & Co.
Calo, R. de Merle, Capt. P. N.
Celestino, P. Manraj Singh
David, J. A. S. M. M. M.
Ermechell, H. O. M. M. M.
Edwarte, C. Nand Singh
Ellis, J. (2) Noble, James
Fertier, S. Olibes, Fred.
Fauzy, J. Olibes, Fred.
Fernandez, V. P. Petchichies, H.
Fode, West, (Austria) Pacific Railway, Chief
Farrell, Capt. Engler
Farida, No. 784 R. A. Parind Singh
Gujar Singh, P. C. 647 Phillips, Mrs. Anna
Gomes, J. G. Ricco, Mad. E.
Graves, W. Robles
Gault, C. P. Risto, W. de
Gerald, A. (Nagasaki) Rito, W. A.
Gulvaio, L. da Cunha Ralph, E. (3)
"Brazil" Rosario, T. A. de
Goff, Ors S. (Buffalo) Sultan Mahmood
N. Y. Sahib Haje, S. F.

GIRAULT for TABLE DELICACIES.

Gray, C. J. Hohnsheim, L.
Hamlin, Mrs. G. Holecce, Mrs. R.
Hutchinson, Mrs. Hassam Khan
Hallman, E.
Ishah, H. M. S.
Isha Singh, (2)
Jeannot, G. (4)
Johnson, S.
Shiao, Capt.
Skeener, J.
Stopp, A.
Sulabat Khan
Thitt Tennis Club, Sec.
Tilley, Capt. (5)
Tremain, B. L. (New York)
Wair Singh
Wertheimer, Mrs. B. J.

List of Registered Covers for Merchant Ship.

S.S. Chingtu H. Beale
" Chingtu Chas. Leobberg
" Chow W. Schneider
S.M.S. E. of Japan H. Cooper
S.S. Erica Capt. Zindel
" Hesperie Serang Humar
" Look I. C. Connor. (2)
Transport Tzavrh S. Clifton
S.S. Shantung Capt. Quail
" Sui Tait A. Nene
Transport Wright S. Croft
S.S. Taiyuan W. Pugh

List of unclaimed Telegrams lying in the Joint Telegraph Companies Office at Hongkong.

Amos, Shuchinchong.
Behnroy, Soonkei (9988).
Chingtai (2 telegrams), Takmakoff.
Chunhangchang, Thungseonglong.
Huffman, Tienfai.
Kaibing, Willner.
Kongyuenheng, W. W. Cheong.
Kongyuenheng, Wood.
Kwongchanchong, Wookce.
Kwongphong, Yebusmuto.
Lelle Werthman, Yheatsan.
Loheengkee, Yown.
Meade, Yuenhoptai.
Nghuyen Thanh, 0903 Yuenhoptai.
Norton, 1,089 1,459.
Quemoh, 1,759.
Schmidt (2 telegrams).

For Sale.

RURAL BUILDING LOT No. 1, situated upon MOUNT GOUGH, THE PEAK, together with the Four Houses standing thereon. The owner is prepared to accept an offer for the whole Lot or to sell the houses separately, subject to the existing tenancies, any portion of the purchase money can remain on Mortgage at 8% per annum. For detailed Particulars, apply to

DENNIS & BOWLEY, Solicitors, SUPREME COURT HOUSE, Hongkong, 24th August, 1901. [910c]

A SPECIAL SALE WILL BE HELD AT THE ITALIAN CONVENT, on behalf of the poor Orphans from the 23rd instant, at 2 P.M., to the 28th, of Ladies' and children's underclothing and other useful and embroidered articles suitable for birthday presents &c.

The prices will be marked on every article. The Superiores hopes to receive and merit a large share of public patronage. ITALIAN CONVENT, 20 Caine Road, Hongkong, 9th September, 1901.

FOR SALE, SEVERAL MODERN BOOKS ON Engineering Subjects. For List, apply "STEAM," C/o The Hongkong Telegraph, Hongkong, 10th August, 1901.

FOR SALE, CHEAP, A COTTAGE PIANO by BORD, of PARIS, Three years old, in Excellent Condition. For Price, apply THE ROBINSON PIANO CO. Hongkong, 27th May, 1901. [565c]

Consignees.

STEAMSHIP "NATAL" COMPAGNIE DES MESSEGERIES MARITIMES.

NOTICE TO CONSIGNEES. CONSIGNEES of Cargo from London ex S.S. Daura, and from Bordeaux, ex S.S. Ville de Lorient, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure, and Valuables are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON, TO-DAY, the 9th inst., requesting it to be landed here. Bills of Lading will be countersigned by the Underigned. Goods remaining unclaimed after MONDAY, the 16th instant, at NOON, will be subject to rent and landing charges. All claims must be sent to me on or before the 16th inst., or they will not be recognized. All damaged packages will be examined on MONDAY, the 16th inst., at 3 P.M. No Fire Insurance has been effected. P. DE CHAMPMORIN, Acting Agent, Hongkong, 11th September, 1901. [1004c]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES. FROM BOMBAY AND SINGAPORE. THE Steamship.

"CARINTHIA" having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained. This Vessel brings Cargo—From Trieste, ex S.S. Thaitis.

Optional Cargo will be discharged here unless notice to the contrary be given immediately. No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Underigned before Noon, on the 18th instant, or they will not be recognized. No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 18th instant, will be subject to rent. Bills of Lading will be countersigned by SANDER, WILKIE & Co., Agents, Hongkong, 11th September, 1901. [934c]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED, having Established a REGULAR SERVICE of STEAMERS FROM SEATTLE (Puget Sound) to JAPAN, CHINA and the PHILIPPINES, in conjunction with the GREAT NORTHERN RAILWAY LINES of the UNITED STATES, are prepared to contract for the conveyance of Goods from the Pacific Coast and Interior Ports of U.S.A. to the ORIENT.

For further particulars, apply to THE CHINA MUTUAL STEAM NAVIGATION CO.'S OFFICES, New York, To the Agents of the Company at Japan, China, Hongkong, Philippines and Straits; FRANK WATERHOUSE & CO., General Western Agents, SEATTLE; or to GEO. SUTHERLAND, General Agent for the East, SHANGHAI.

JARDINE, MATHESON & Co., Agents, Hongkong, 10th September, 1901. [1009c]

Consignees.

NOTICE TO CONSIGNEES. THE P. & O. S. N. Co's Steamship

"CANTON" FROM ANTWERP, LONDON, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivered, and be obtained as soon as the Goods are landed. Optional Goods will be landed here unless instructions are given to the contrary before 2 P.M. TO-DAY.

Goods not cleared by the 12th instant, at 4 P.M., will be subject to rent. No Fire Insurance will be effected by me in any case whatever. All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

H. A. RITCHIE, Superintendent, Hongkong, 6th September, 1901. [1c]

"DEN" LINE OF STEAMERS. NOTICE TO CONSIGNEES. S.S. "BENMOHR," FROM LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence and/or from the wharves delivery may be obtained. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 13th instant, will be subject to rent.

All Claims against the Steamer must be presented to the Underigned on or before the 30th instant, or they will not be recognized. All broken, chafed, and damaged Goods are to be left in the Godowns where they will be examined on the 13th August, at 11 A.M. No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents, Hongkong, 6th September, 1901. [981c]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED. NOTICE TO CONSIGNEES. FROM GLASGOW AND LIVERPOOL. THE Company's Steamship

"MOYUNE," having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the goods are landed.

Goods not cleared by the 16th instant, at Noon, will be subject to rent. No Fire Insurance will be effected by us in any case whatever. All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.

Optional Goods will be landed here unless instructions are given to the contrary before Noon, TO-DAY. JARDINE, MATHESON & Co., Agents, Hongkong, 9th September, 1901. [993c]

TOYO KISEN KAISHA. NOTICE. CONSIGNEES of CARGO per Steamship

"AMERICA MARU," The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside. Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

GEORGE ECKLEY, Acting Agent, Hongkong, 9th September, 1901. [7c]

NOTICE TO CONSIGNEES. FROM CALCUTTA, PENANG AND SINGAPORE. THE Steamship

"ARRATOON APCAR" having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside. Cargo impeding the discharge will be landed at once. Cargo remaining on board after the 12th instant, at 2 P.M., will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE DELIVERY of their Goods from alongside; such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense. No Fire Insurance will be effected. Bills of Lading will be countersigned by DAVID SASSOON, SONS & Co., Agents, Hongkong, 10th September, 1901. [1001c]

NOTICE TO CONSIGNEES. FROM ANTWERP, MIDDLESBRO, LONDON AND STRAITS. THE Steamship

"RADNORSHIRE" Captain Bindloss, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon and where each consignment will be sorted out mark by mark. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 17th instant will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 16th instant, at 2.30 P.M. No Fire Insurance has been effected. Bills of Lading will be countersigned by SHEWAN, TOMES & Co., Agents, Hongkong, 10th September, 1901. [1009c]

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.

AWA MARU KOBE AND YOKOHAMA To-morrow, 13th Sept., at Noon.
MIKE MARU BOMBAY, VIA SINGAPORE, and COLOMBO To-morrow, 13th Sept., at Noon.
RIOJUN MARU U.S.A. VIA SHANGHAI, MOJI, KOBE and YOKOHAMA MONDAY, 16th Sept., at 4 P.M.
TAMBA MARU MARSEILLES, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID FRIDAY, 20th Sept., at Daylight.
YAWATA MARU NAGASAKI, KOBE, and YOKOHAMA FRIDAY, 20th Sept., at Noon.
ROSETTA MARU SYDNEY and MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE FRIDAY, 27th Sept., at 4 P.M.
INABA MARU KOBE and YOKOHAMA FRIDAY, 27th September, at Daylight.

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

Hongkong, 3rd September, 1901.

A. S. MIYAHARA, Manager. [6c]

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG. AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, 17th Sept., at Noon.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, 12th Oct., at Noon.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, 5th Nov., at Noon.

THE Twin Screw Steamship

"AMERICA MARU," will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 17th September, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all, under Atlantic lines of steamers, and in the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Particulars of the various routes can be had on application. Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

GEORGE ECKLEY, Acting Agent, Hongkong, 26th August, 1901.

TO IMPORTERS FROM THE UNITED STATES. THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED, having Established a REGULAR SERVICE of STEAMERS FROM SEATTLE (Puget Sound) to JAPAN, CHINA and the PHILIPPINES, in conjunction with the GREAT NORTHERN RAILWAY LINES of the UNITED STATES, are prepared to contract for the conveyance of Goods from the Pacific Coast and Interior Ports of U.S.A. to the ORIENT.

For further particulars, apply to THE CHINA MUTUAL STEAM NAVIGATION CO.'S OFFICES, New York, To the Agents of the Company at Japan, China, Hongkong, Philippines and Straits; FRANK WATERHOUSE & CO., General Western Agents, SEATTLE; or to GEO. SUTHERLAND, General Agent for the East, SHANGHAI.

JARDINE, MATHESON & Co., Agents, Hongkong, 10th September, 1901. [1009c]

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

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Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

Hongkong, 3rd September, 1901.

A. S. MIYAHARA, Manager. [6c]

TOYO KISEN KAISHA.

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For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

FOR	STEAMERS.	TO SAIL.
ILOILO and Cebu	"KAIKONG"	14th instant.
YOKOHAMA	"DRINGTU"	15th instant.
SHANGHAI	"WUNSUING"	16th instant.
MANILA	"SUNGLANG"	16th instant.
SHANGHAI	"WEAKPOA"	20th instant.
TIENSIN	"KWEIYANG"	22nd instant.

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

OCEAN STEAMSHIP COMPANY, OUTWARDS.

FROM	STEAMERS.	DUE.
GLASGOW and LIVERPOOL	"AGAMEMNON"	19th instant.
"	"CALCHAS"	20th instant.
"	"NESTOR"	1st October.
"	"LAERTES"	9th October.

S.S. "ULYSSES" from GLASGOW and LIVERPOOL has arrived, and will leave for SHANGHAI and JAPAN, TO-MORROW, the 14th instant.

HOMEWARDS.

FOR LONDON.	STEAMERS.	DUE.
"IDOMENEUS"	"	17th Sept., 1901.
"AJAX"	"	1st Oct. "
"PYRRHUS"	"	15th "
"CALCHAS"	"	12th Nov. "
"NESTOR"	"	26th "
"MACHAON"	"	"

FOR LIVERPOOL (DIRECT), (Taking Cargo at LONDON RATES).

FOR LONDON.	STEAMERS.	DUE.
"ORESTES"	"	15th Sept., 1901.
"ULYSSES"	"	15th Oct. "
"DARDANUS"	"	15th Nov. "

For Freight, apply to

BUTTERFIELD & SWIRE,
Agents, O. S. & Co.

SHEWAN, TOMES & CO'S
"NEW YORK" LINE.

FOR NEW YORK VIA SUEZ CANAL.
THE Steamship

"ATAKA"

Captain

FOR LIVERPOOL (DIRECT), (Taking Cargo at LONDON RATES).

"ATAKA"

Captain

FOR LIVERPOOL (DIRECT), (Taking Cargo at LONDON RATES).

"ATAKA"

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FOR LIVERPOOL (DIRECT), (Taking Cargo at LONDON RATES).

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"ATAKA"

Captain

FOR LIVERPOOL (DIRECT), (Taking Cargo at LONDON RATES).

"ATAKA"

Captain

Shipping.

STEAMER.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS-POSTE FRANCAIS.
NOTICE.
STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, PONDICHERY, MADRAS,
CALCUTTA, DIBOUTI, EGYPTE, MAR-
SEILLES, MEDITERRANEAN
AND BLACK SEA PORTS.
LONDON, HARVE, BORDEAUX;
ALSO
PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 23rd September, 1901,
at 1 P.M., the Company's Steamship
"INDUS," Captain Dutcher, with Mails,
Passengers, Specie and Cargo, will leave this
port for MARSEILLES via ports of call,
WITHOUT TRANSHIPMENT.
Cargo and Specie will be registered for Lon-
don as well as for Marseilles, and accepted in
transit through Marseilles for the principal
places of Europe.
Shipping Orders will be granted till Noon,
Cargo will be received on board until 4 P.M.,
Specie and Parcels until 3 P.M. on the 22nd
instant. (Parcels are not to be sent on board;
they must be left at the Agency's Office.) Con-
tents and Value of Packages are required.
For Further particulars, apply at the Com-
pany's Office.

P. DE CHAMPORIN,
Acting Agent.
Hongkong, 11th September, 1901. [1004c]

SAILING VESSEL.

FOR NEW YORK.
THE 3/3 A. L. I. American ship
"MANUEL LLAGUNA,"
will load during September and October, sail-
ing about 25th October.
For Freight, apply to
SHEWAN, TOMES & CO.
Hongkong, 8th July, 1901. [727c]

Intimations.

BOARD
AND
RESIDENCE.

Mrs. HUBBARD.
156, QUEEN'S ROAD EAST.
Hongkong, 11th September, 1901. [1005c]

M. STEVENS & CO.
CARRY IN STOCK
A FULL LINE OF "GERMINAL"
MANILA CIGARS.
T. M. STEVENS & CO.
Beaconsfield Arcade.
Hongkong, 2nd September, 1901. [999c]

C. E. WARREN,
BUILDING CONTRACTOR,
WYNDHAM STREET (Opposite to the
CLUB GERMANIA).

SANITARY APPLIANCES SUPPLIED.
FIXED, DRAINS, TRAPS,
WASTE PIPES, &c., CLEANSED AND RE-
PAIRED. Sanitary Board Notices receive
prompt attention. Agent for MOSAIC TILES.
Prices on Application. [558c]

LEVY HERMANOS.
DIAMOND, JEWELLERS, WATCHMAKERS,
KODAKS AND FILMS.
Sole Agents for CLEMENT'S WHEELS.
Sole Agents for "OMEGA" WATCHES.
"OMEGA" IS THE BEST.
40, QUEEN'S ROAD,
Watson's Building.

CHS. J. GAUPP & CO.,
CHRONOMETER, WATCH, AND CLOCK
MAKERS, JEWELLERS, SILVER
SMITHS, AND OPTICIANS.
CHARTS AND BOOKS.
NAUTICAL INSTRUMENTS.
Sole Agents for Louis Audemars' Watches,
awarded the highest prizes at every Exhibition;
and for Voigtlander and Sohn's
CELEBRATED OPERA GLASSES,
MARINE GLASSES AND SPYGLASSES.
Nos. 24 & 26, Queen's Road Central. [121c]

A. LING & Co.,
FURNITURE STORE.
(Next Door to Messrs. WATKINS & Co.)
QUEEN'S ROAD CENTRAL.
Speciality:
FOOCHOW LACQUER WARE.
Hongkong, 18th June, 1901. [642c]

HONG SING,
8 Beaconsfield Arcade.
ENTIRELY NEW STOCK of the Newest
Patterns in Cloths, Canvas, and
Ducks. Complete Gentlemen's Outfitting.
Hongkong, 30th August, 1901. [966c]

MEE CHEUNG,
PHOTOGRAPHER,
TOP FLOOR OF ICE HOUSE, IN
Ice-House Road.

IS now in a position, in his New and Com-
modious Premises, to eclipse as heretofore
ALL PHOTOGRAPHIC ART PRACTICED
in the Colony or in any part of the Far East.
GROUPS AND VIEWS
a specialty.
Hongkong, 22nd September, 1901. [140c]

DENTISTRY.
SUI SANG,
(Lately Practising with Dr. I. SAKATA),
DENTIST.
No. 4, Queen's Road Central.
Hongkong, 3rd January, 1901. [116c]

DENTISTRY.
AMERICAN SYSTEM, WONG HO-MI,
SURGE DENTIST.
TERMS MODERATE. CONSULTATION FREE.
50, QUEEN'S ROAD CENTRAL.
Hongkong, 2nd January, 1901. [80c]

NOT RESPONSIBLE FOR DEBTS.
Neither the CAPTAIN, the AGENTS, nor the
OWNERS will be RESPONSIBLE for any
DEBT contracted by the Officers or the Crews
of the following Vessel during her stay in
Hongkong Harbour:
L. SCHIFF, American ship, C. S. Kendall—
Carlotta & Co.
SEA WITCH, American ship, Howes—Master

Intimations.

NOTICE.

THE BEST PREVENTIVE OF ALL
INFECTIOUS DISEASES.

**JEYES
FLUID**
ANTISEPTIC
SOAP

AVOID ALL RISK OF OUTBREAK BY
ITS USE.
W. G. HUMPHREYS & Co.,
Bank Buildings.
Hongkong, 9th March, 1901. [17c]

THE CHINA & JAPAN TELEPHONE
AND ELECTRIC COMPANY,
LIMITED.

HONGKONG EXCHANGE,
OPEN DAY AND NIGHT.

SUBSCRIPTIONS.

EXCHANGE LINES, \$80 Per Annum.

PRIVATE LINES, \$100 Per Annum.

NO CHARGE FOR INSTALLATION.

N.B.—A special charge is made for lines of
more than average length.

ELECTRIC SUPPLIES OF EVERY DES-
cription IN STOCK.
INCLUDING—

BATTERIES,
CHEMICALS,
ELECTRIC BELLS,
INSULATORS,
LIGHTNING CONDUCTORS,
SWITCHES,
TELEPHONES,
WIRE, &c., &c.

PRICE LISTS ON APPLICATION.

ELECTRIC BELL INSTALLATIONS,
Erected and kept in order.

Estimates given for all kinds of Electrical
work.

Trained Mechanicians sent to Out-Ports to fit
up Installations if required.

NOTE ADDRESS:—2, ICE HOUSE ROAD.

For full Particulars, &c., &c.,
Apply to
W. STUART HARRISON,
Manager.
Hongkong, 19th August, 1901. [29c]

"BOULTER'S."

(T. B. Russell in the Morning Leader.)
A river of dancing water, that laughs and
sparkles as if there were no gasometer just
behind the trees; a pleasant strip of land,
dividing the stream from the broad water over
the weir; a little curved bridge, just below the
gates, whence an interested assemblage looks
cynically down upon the river-folk; several
steam launches (with musical accompaniment);
and an annoyed lock-keeper, whose business
all day long will be to warn inexperienced or
obstinate skiff-loads that if they won't get astern
a little they will be swamped when the sluices
rise—this is the spectacle presented by the
Thames on any Sunday morning at Boulter's
Lock, just above Maidenhead.

Everyone, almost, is going up-stream, be-
cause Boulter's leads to the loveliest and
most entirely satisfactory reach on the
Thames (consequently and incidentally on
any river in the world), and nobody wants to
be kept waiting. People of experience make
up their minds to the inevitable, and go over
the rollers, because they are aware that the
later it gets the more launches there will be,
and that launches must, by a dispensation of
the Conservancy, take precedence of small
boats.

The same Conservancy, in its wisdom, gets
the toll anyway—"Through, by, or over the
lock or weir," says the by-law. It is believed
that people who inadvertently choose the last
course, and get drawn over the weir, have their
pockets immediately searched for threepence
when they are fished out by the lock-keeper.
But the Conservancy doesn't trouble itself to
help you over the rollers, and some of us would
fear ill if the river didn't breed a sports-
manlike kindness, which is quite unselfish,
since it comes not more often from the boat
behind, which can't get over until you are
gone, than from the boat in front, which is
already over.

The foolish boats have decided to get through
at the next "lock"—that is, at the next open-
ing of the gates (which they won't)—grind
and grind and hold each other's rawlocks, and
sometimes (if I am afraid) take hold of one
another with boathooks. Someone always

gets across stream on the weir side, where a
channel must needs be kept for a few boats
coming down, and for the launches that must,
by river law, go into the lock first and foremost.

The lock-keeper's assistant on the bank calls
out entreaties and counsel.

"Let your skiff go astern, please, sir; you're
blocking all the river." "You can't stay on
that corner, sir; you'll be upset when the water
comes up under them sluices." "Go back a
little, sir, please, sir" (growing excited, but
never bating the first jot of an exasperated
civility); "sir—will you, please, go back a
little; you ain't saving no time, sir; you're only
keepin' everyone waiting." "All out, Bill!"
(to the lock-keeper). "Now, then, Bona-
fidé," (pronounced in three syllables—to the
steersman of a steam-launch containing some
50 black-coated mechanics accom-
panied by an incredible quantity of beer);
"come on, Bonafidé—don't you go ahead
with your skiff, sir. You can't go in now.
Whatever you do, don't you go into the lock.
Come back, sir; you're going to get broke up,
sir. Stop her, Bonafidé!"

A boat containing a lady with chemical hair,
squired by a youth with unmistakable evi-
dence of being of the stock of Abraham,
reluctantly slips back to its proper place astern
of the steam launch, where the lock man has
been trying in vain to persuade it to go ever
since it arrived. It collides with and nearly
capsizes a Canadian canoe, prow high out of
water, that knows exactly what it is about, and
is doing no harm to anyone. The occupant
withers under the contemptuous gaze of the
chemical lady, and the launch is at last allowed
to glide into the lock, which it does with extra-
ordinary skill, just running to the further gates
without touching them.

One or two from a queue of smaller launches
that are waiting also get in, and the interstices
are filled up with skiffs, punts, and canoes,
manipulated with skill, or scornfully assisted
by the lock-keeper with a boathook that is
longer than one had conceived it could possi-
bly be.

The last few boats are sent back, reluctantly
and slowly, and a gentleman in boots and a
billycock hat, who is trying to manipulate his
boat by means of a scull held paddlewise, gets
hopelessly across, and makes himself an in-
credible nuisance to everyone, as the huge
wooden gates gradually close and the lock is
"made" at last.

"LUDICROUS BLUNDERS IN SUBMARINE
TELEGRAMS.

Many a laugh—and unfortunately, many a
tear—has been caused by the blunder in a
telegram, but screamingly funny have been the
mistakes made with cablegrams that have come
under the writer's notice. Just as the message
by land telegraph is sometimes termed a
"wire," so the enigmatic words sent by cable-
gram are called "cables," and it is with these
twisted into ludicrous shapes this article deals.

It must be understood that "cables" are
very expensive luxuries. Those sent to Aus-
tralia cost four to five shillings a word, and
every word has to be paid for. It will, there-
fore, be realized that the correspondent in
London cabling to his paper at the Antipodes
strains in every way to economise. More
especially as in all the leading papers of the
new Commonwealth there are columns of in-
teresting cablegrams daily about matters oc-
curring in England and on the Continent. Of
course, only "skeletons" have been cabled, and
these have been expanded and "dressed-up"
before publication in order that they may be
understood by our Australian kin. It is in
"dressing-up" more frequently that the most
amazing blunders are made.

The King's horse Diamond Jubilee last year
won the race for the Two Thousand Guineas,
but in 1889 Enthusiast was first, and the placed
horses were cabled to Australia thus in "ske-
leton" form:—"Two Thousand, Enthusiast, Do-
gan, Pioneer." But there were no commas
cabled, as they would have had to be paid for;
so one of the Queensland papers "expanded"
the message into this peculiar shape:—"Two
thousand enthusiasts met to-day to welcome
Mr. Dogan, the celebrated pioneer." Doubt-
less by the next mail the London representative
got a nice wiggling for sending such an uninter-
esting item 13,000 to 14,000 miles by cable.

Some little time ago a connection of our
Royal Court died on the Continent. A day
later a Victorian bookmaker on a visit here
also suddenly died. The two cabled items
"blurred," and this was what the inhabitants of
Bundaberg read in their local daily:—"London,
Thursday.—The death is announced of Alfred
Joseph of apoplexy at the Hotel—At the
Queen's instance the interment of the body at
Coburg has been postponed from Friday to
Saturday. The Kaiser, Prince of Wales, and
the Duke of Connaught will attend. The body
lies in state at St. Moritz Church." Great
honour indeed for the Australian betting-man!

The next blunder occurred between Soudan
and London. It was in 1885 that news was
sent through Cairo that the Fuzzy-Wuzzies
(Kipling has immortalized them) had been
beating the nagars (i.e., war-drums) vigorously
for some days, and that trouble was expected.
However, the War Office were informed that
"that fierce and formidable tribe the Nagars
have been continually beaten during the last
few days." No wonder, when they couldn't hit
back!

The diverse decipherings by several papers
in the same cablegram syndicate of the same
"skeleton" strike one harder than ever in the
region where laughter is located. Here are
the manners in which the one cable was con-
torted by three New Zealand papers some time
ago. Number one published:—"The Italians
have kidnapped two Princes who are closely
related to Menele, ruler of Abyssinia, and who
were travelling in Italy for their education."
Number Two served up a juicier, though
smaller, joint:—"Italian agents in Abyssinia
are reported to have successfully kidnapped
King Menele, the ruler of the country." Though
Italy was then at war with Abyssinia, such a
manner of warfare could hardly be justified;
but newspaper Number Three com-
pleted the farce in subdued terms:—"Mr.
Menele (sic), who is travelling in Italy for
educational purposes, has disappeared, and it
is reported that an Italian agent has kidnapped
him." This may be said to have mended the
lot, for what the real message was about
the public never learned.

Turning to the national game of cricket,
which has done more to knit England and
Australia together than all the efforts of diplo-
macy, the eagerness of a cable "dresser-up"
in Melbourne once led to a funny blunder. A
"skeleton" was cabled from London that
"Stoddart had completed his team (for the
Australian tour), but critics considered he
would find the need of batters before the end
of the season." That uncricke-like word
"batters" caused all the worry which the use
of the right word "batmen" would have
avoided. The "dresser-up" had never heard of
"Batters," but were his readers to be deprived
of information concerning Mr. Batters because
of his ignorance? Perish the thought; and the
usual explanatory note to the cablegram stated
firmly, "Batters is one of the best county men
of the year. He is at the head of the English
averages," &c. When Stoddart's team were
later defeated in the test matches, English
exiles, long absent from the "dear homeland,"
in many a fierce argument would contend that
things would have been very different had
"Batters" only accompanied them.

As a cargo of tea is said to have lost the United
States to Great Britain, so a "contorted" cable
in the long years ago put a severe strain
on the "painter" which attached the smart
skiff *Australia* to the barque *Britain*. A Sydney
paper published a cablegram from London that
"the Admiralty has announced that the war-ship *Pearl* is considered good
enough for the Australian station." The in-
sulted, "Comstalks!" blood fired up to fever
heat, and a meeting of the Cabinet was
hurriedly summoned, and defiant messages were
drafted for the Mr. Chamberlain of that time.
Fortunately, before it was too late, it was dis-
covered that the cable should read, "The Ad-
miralty are sending the warship *Pearl*, Com-
modore Goodenough, to the Australian station." The
ill-fated Goodenough arrived, became
universally popular, but a few years later was
murdered in the South Sea Islands in an attack
by cannibal savages on his ship's boats.

When the Röntgen rays were first attracting
attention, a cablegram was sent to New Zealand
that "gallstones, stones in the bladder, &c.,"
were plainly rendered visible. The full message
published, however, read:—"Doctors are using
Röntgen's discovery with astounding results.
Mr. Gladstone's stones in the bladder and
injuries to the bones are easily seen." It is
said that when this was brought by a colonial
Agent-General under the notice of the Grand
Old Man, he laughed long and heartily.—*Pall
Mail Gazette.*

Shipping.

Arrivals.

KOUN MARU, Japanese steamer, 1,783 T.
Minamikawa, 11th Sept.—Kobe and Moji
3rd Sept. General.—Kusakabe & Co.

SABINE RICKMERS, British steamer, 690 T.
Nesbet, R.M.S., 11th Sept.—Canton 14th
Sept. General.—Arnold, Karberg & Co.
HUMBER, British steamer, 1,640 T.
10th Sept.—Wooing 8th Sept.

KONIGSBERG, German steamer, 3,135 T.
Christiansen, 12th Sept.—Hamburg 27th
July and Singapore 6th Sept. General.—
Siemsen & Co.

FUSHUN, British steamer, 1,500 T.
12th Sept.—Canton 11th Sept. General.—
C. M. S. N. Co.

MIKE MARU, Japanese steamer, 3,801 T.
Yagi, 12th Sept.—Yokohama 31st Aug.
General.—Nippon Yusen Kaisha.

CHANGSHA, British steamer, 1,463 T.
12th Sept.—Shanghai 9th Sept. General.—
Butterfield & Swire.

FLANDRIA, German steamer, 1,286 T.
12th Sept.—Canton 12th Sept. General.—
Siemsen & Co.

ULYSSES, British steamer, 2,281 T.
12th Sept.—Singapore 7th Sept. General.—
Butterfield & Swire.

ARIAKE MARU, Japanese steamer, 2,816 T.
12th Sept.—Kutchinotzu 7th Sept. Coal.—
Mitsui Bussan Kaisha.

Clearances at the Harbour Office:
Machew, German str., for Swatow.
P. C. Klean, German str., for Swatow.
P. C. Klean, German str., for Canton.
Fushun, British str., for Shanghai.
Sabine Rickmers, British str., for Tamsui.
Maxican Prince, British str., for Singapore.
Holmoen, British str., for Canton.
Lucia, Austrian str., for Saigon.
Awa Maru, Japanese str., for Kobe.
Jacob Dielerichsen, German str., for Haiphong.
Indravelli, British str., for Moji.

Departures:
Sept. 12, *Thales*, British str., for Swatow.
Sept. 12, *Tururgian Maru*, Jap. str., for Moji.
Sept. 12, *China*, German str., for Swatow.
Sept. 12, *Wooing*, British str., for Canton.
Sept. 12, *Machew*, German str., for Swatow.
Sept. 12, *Silhan*, British str., for Swatow.

Passengers—A. V. V. V.
Per *Mike Maru*, from Yokohama—Mr. and
Mrs. McClean, 1 Chinese and a Japanese.
Per *Konigsberg*, from Singapore—Mr. and
Mrs. Moll, Messrs. Theodor Wecker, E. Kern,
H. Leon, and 224 Chinese.

Per *Diamond*, for Manila—Mrs. C. Ugarte,
Mr. and Mrs. Vogelstein, Mr. A. F. Fink, Mr.
and Mrs. J. A. Avery, Messrs. Choy Tse Chuan,
Ong Wing, Mr. and Mrs. Coates, 2 children
and a servant, Messrs. Che Wai Fat, Chao W.
Carson, E. B. Carson, Wong Yow Cheong, J.
Snabed, E. Massey, A. Sorenson, J. E. Miller,
E. J. Drolittle, J. Gomez, M. T. Sorenson, E. J.
Ward, F. Richards, J. Hutcheon and J. Parke.

SHIPPING REPORTS.

Capt. H. Davidson, of the steamship *Humber*,
from Woonung, reports:—Fair weather.
Capt. M. Yagi, of the steamship *Mike Maru*,
from Yokohama, reports:—Peaceful voyage.

Captain E. Christiansen, of the steamship
Konigsberg, from Hamburg and Singapore,
reports:—Fine weather, throughout; variable
light winds and moderate sea. Close to the
China coast, two Japanese ships were

NOT AND A.

CALENDAR.

SEPTEMBER.

Meteorological means based on fifteen years' observations to 1898.

Barometer.....	29.755
Thermometer.....	81.0
Humidity.....	83
Rainfall.....	13.482

TO-DAY.

Barometer.....	29.93	29.84
Thermometer.....	82	81
Humidity.....	76	76
Rainfall.....		

TO-DAY.

Thursday, 12th September, 1901.

Chinese—30th of 7th moon of 27th year of Kwang-su.

Sun—Rises.....	5hr. 47min.
Sets.....	6hr. 35min.
High water—Morning.....	9hr. 35min.
Afternoon.....	9hr. 35min.
Low water—Morning.....	1hr. 51min.
Afternoon.....	2hr. 41min.

ANNIVERSARIES.

1819—Marshall Blucher died.
1854—Strike of Hongkong Washermen.
1857—British barque *Pilly Simpson* abandoned near the Pratas Shoal.
1858—Fearful hurricane in the West Indies.

TO-MORROW.

Friday, 13th September, 1901.

Chinese—1st of 5th moon of 27th year of Kwang-su.

Sun—Rises.....	5hr. 47min.
Sets.....	6hr. 35min.
Moon—Full Moon.....	9hr. 55min. a.m.
High water—Morning.....	9hr. 35min.
Afternoon.....	9hr. 35min.
Low water—Morning.....	1hr. 51min.
Afternoon.....	2hr. 41min.

ANNIVERSARIES.

1806—Charles James Fox died.
1882—Battle of Tellekebir.
1876—Convention signed at Chefoo by Sir Thomas Wade and Li Hung-chang.
1872—Grand Duke Alexis of Russia visited Hongkong.

AGENDA.

TO-DAY.

Cargo ex *Canton* subject to rent.
Cargo ex *Arratoon* subject to rent.

TO-MORROW.

About—Shewan Tomes' steamer *Ataka* leaves for New York via Suez Canal.

10 a.m.—D. Co.'s steamer *Hainan* leaves for Swatow, Amoy and Tamsui.

3 p.m.—"Shir" liner steamer *Radnorshire* leaves for Nagasaki, Kobe and Yokohama.

5 p.m.—J. S. N. Co.'s steamer *Yuen-sang* leaves for Manila.

Cargo ex *Sabana* subject to rent.
Cargo ex *Benvenue* subject to rent.
Cargo ex *Benmahr* subject to rent.

SATURDAY, 14th.

Noon—P. & O. Co.'s steamer *Parramatta* leaves for Bombay.

Public Auction of Damaged and Condemned Stores at 11 a.m., at Central Police Station, by Messrs. Hughes & Hough.

SUNDAY, 15th.

H. A. L. Co.'s steamer *Ararat* leaves for New York via Suez Canal.

O. S. K. Co.'s steamer *Dajin Maru* leaves for Tamsui via Swatow and Amoy.

Daylight—D. S. & Co.'s steamer *Arratoon* leaves for Singapore, Penang and Calcutta.

MONDAY, 16th.

Cargo ex *Natal* subject to rent.
Cargo ex *Meyne* subject to rent.

TUESDAY, 17th.

Cargo ex *Radnorshire* subject to rent.

WEDNESDAY, 18th.

O. S. K. Co.'s steamer *Maizuru Maru* leaves for Amoy, via Swatow and Amoy.

Cargo ex *Carinthia* subject to rent.

MONDAY, 23rd.

M. M. Co.'s steamer *Indus* leaves for Marseilles via ports of call.

WEDNESDAY, 25th.

Daylight—O. S. K. Co.'s steamer *Amoy Maru* leaves for Foochow via Swatow and Amoy.

SHIPPING GAZETTE.

In future the *Telegraph* shipping form supplied to Captains of vessels will contain a heading for notices of officers and engineers transferred or on leave, etc. Friends will much oblige by giving this information—
August 20th.

The officers of the *Catherine Ahear* (Capt. S. H. Beldon) are—Chief officer, A. Buchanan, 2nd, R. Gillan, 3rd, R. M. Taylor, chief engineer, T. S. Laurie, 2nd, T. Barrie, 3rd, W. Park, 4th, W. Marks, Purser, M. J. Edwards.
The officers of the *Wing Sang* (Capt. H. Sellar) are—Chief officer, Mr. Bieard, and H. W. Wear, chief engineer, Mr. Smithers, 2nd, Mr. Bushby, 3rd, Mr. Moore.

August 25th.

Capt. Davis has resumed command of the *Haiching*.

Mr. Evans, chief officer, has returned to the *Haiching*.

Mr. Short, 2nd officer of the *Haiching*, has returned to that ship.

August 30th.

Captain W. Passmore has taken over the command of the *Haimun*.

Mr. Walters has joined the *Haimun* as 3rd engineer.

September 11th.

The officers of the *Flandria* (Capt. F. Eichbaum) are—chief officer, W. Schaack, 2nd, E. Lehmann, chief engineer, M. Biese, 2nd, C. Petersen, 3rd, H. Brandt, assistant engineer, H. Dittmann.

SHIPPING AND MAIL NEWS.

English (Palawan) to-morrow.

German (Prinz Heinrich) 17th instant.

German (Prinz Heinrich) 18th instant.

American (City of Peking) 19th instant.

American (Galle) 24th instant.

Canadian (Empress of China) 30th instant.

American (Hongkong Maru) and prox.

The Austrian Lloyd's S. N. Co.'s steamer *Tristram* left Singapore for this port yesterday the 11th inst.

THE SHARE MARKET.

LATEST QUOTATIONS.

(SEPTEMBER 12th.)

COMPANIES.	PAID UP CAPITAL.	LATEST QUOTATION.
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Banks.

Hongkong and Shanghai Banking Corporation.....	\$ 125	\$600 buyers.
The Bank of China and Japan, Limited—(Preference).....	£ 5	Nominal.
The Bank of China and Japan, Limited—(Ordinary).....	£ 4	£0.15/
The Bank of China and Japan, Limited—(Deferred).....	£ 1	£3.5 buyers
National Bank of China, Limited.....	£ 8	£3.8 buyers
Do.....	£ 1	£1.5 sellers

Marine Insurances.

Union Insurance Society of Canton, Limited.....	\$ 50	\$1.40
China Traders' Insurance Company, Limited.....	\$ 25	\$6.0 sellers
North China Insurance Company, Limited.....	£ 25	£1.180 sellers
Yangtze Insurance Association, Limited.....	\$ 60	\$1.224
Canton Insurance Office, Limited.....	\$ 50	\$1.700 sellers
Straits Insurance Company, Limited.....	\$ 20	\$1

Fire Insurances.

Hongkong Fire Insurance Company, Limited.....	\$ 50	\$3.45 sellers
China Fire Insurance Company, Limited.....	\$ 20	\$81

Shipping.

Hongkong, Canton, and Macao Steamboat Company, Limited.....	\$ 15	\$3.4
Indo-China Steam Navigation Company, Limited.....	£ 10	\$1.36
China and Manila Steamship Company, Limited.....	\$ 50	\$62 sellers
Douglas Steamship Company, Limited.....	\$ 50	\$48 sales
China Mutual Steam Navigation Company, Limited—(Preference).....	£ 10	£12 buyers
China Mutual Steam Navigation Company, Limited—(Ordinary).....	£ 10	£12 buyers
China Mutual Steam Navigation Company, Limited—(Deferred).....	£ 5	£7 buyers
Star Ferry Company, Limited.....	\$ 10	\$2.4 buyers
"Shell" Transport and Trading Company, Limited.....	£ 1	£2.12/6 sellers

Refineries.

China Sugar Refining Company, Limited.....	\$ 100	\$1.36
Luzon Sugar Refining Company, Limited.....	\$ 100	\$30 sellers

Mining.

Punjom Mining Company, Limited.....	\$ 9	\$5 sellers
Punjom Mining Preference Shares.....	\$ 1	\$1.25
Société Française des Charbonnages du Tonkin.....	Francs 250	\$3.25
Queen Mary's Mining Company, Limited.....	Cents 25	5 cents
Jelabu Mining and Trading Company, Limited.....	\$ 18 d. 10	\$4.2 sales
Raub A'lian Gold Mining Company, Limited.....	\$ 5	\$13 sellers
Oliver's Freehold Mines, Limited.....	\$ 5	nominal
Oliver's Freehold Mines, Limited.....	\$ 5	nominal

Docks, Wharves and Godowns.

Hongkong and Whampoa Dock Company, Limited.....	\$ 50	\$275 sales
Hongkong and Kowloon Wharf and Godown Company, Limited.....	\$ 50	\$78 buyers
Wanchai Warehouse and Storage Company, Limited.....	\$ 37 1/2	nominal
New Amoy Dock Company, Limited.....	\$ 6 1/2	\$25 buyers

Lands, Hotels and Buildings.

China Provident Loan and Mortgage Company, Limited.....	\$ 10	\$9.75 sales
Hongkong Land Investment and Agency Company, Limited.....	\$ 100	\$191 sellers
Kowloon Land and Building Company, Limited.....	\$ 30	\$30 buyers
West Point Building Company, Limited.....	\$ 50	\$51 buyers
Hongkong Hotel Company, Limited.....	\$ 50	\$127 buyers
Oriente Hotel Company, Limited.....	\$ 50	\$55
Humphrey's Estate and Finance Company, Limited.....	\$ 10	\$133 sellers

Cotton Mills.

Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited.....	\$ 100	\$114 buyers
Ewo Cotton Spinning and Weaving Company, Limited.....	Taels 100	Taels 40 buyers
International Cotton Manufacturing Company, Limited.....	Taels 100	Taels 35
Laou-kung-mow Cotton Spinning and Weaving Company, Limited.....	Taels 100	Taels 45
Soy Chee Cotton Spinning Company, Limited.....	Taels 100	Taels 300
Yahloong Cotton Spinning Company, Limited.....	Taels 100	Taels 123

Cigar Companies.

Alhambra, Limited.....	\$ 500	nominal
Philippine Tobacco Trust Co., Limited.....	\$ 50	nominal

Miscellaneous.

Green Island Cement Company, Limited.....	\$ 15	\$31 buyers.
China-Borneo Company, Limited.....	\$ 10	\$38 sellers
A. S. Watson & Co., Limited.....	\$ 10	\$16 sellers
Watkins, Limited.....	\$ 10	\$10 sellers
Hongkong Electric Company, Limited.....	\$ 5	\$123 buyers
Hongkong and China Gas Company, Limited.....	£ 10	\$140 buyers
Hongkong Rope Manufacturing Company, Limited.....	\$ 50	\$17 1/2
Geo. Fenwick & Co., Limited.....	\$ 25	\$55 sellers
Hongkong Ice Company, Limited.....	\$ 25	\$183 buyers
Hongkong High-Level Tramways Company, Limited.....	\$ 100	\$275 buyers
Dairy Farm Company, Limited.....	\$ 50	\$80 buyers
Hongkong and China Bakery Company, Limited.....	\$ 10	\$20 buyers
Campbell, Moore & Co., Limited.....	\$ 10	\$10
Bell's Asbestos Eastern Agency, Limited.....	\$ 4	\$10 buyers
United Asbestos Oriental Agency, Limited.....	\$ 5	\$2 sellers
Tebrau Planting Company, Limited.....	\$ 5	\$19 buyers
Universal Trading Co., Limited.....	\$ 5	\$8 buyers
Hongkong Steam Water-boat Co., Limited.....	\$ 20	\$20 sellers
China Light and Power Co., Limited.....	\$ 50	\$50
Robinson Piano Co., Limited.....	\$ 50	nominal
Manila Investment Co., Limited.....	\$ 50	nominal

BENJAMIN, KELLY & POTTS,

Share Brokers.

Telegraph Address—"Rialto."
Telephone No. 148.

STEAMERS EXPECTED.

VESSEL'S NAME	FLAG & RIG	CAPTAIN	FROM	AGENTS	DUE
Palawan	B str.	Singapore	P. & O. S. N. Co.	To-morrow
Carlisle City	B str.	A. L. Paterson	San Diego	Butterfield & Swire	To-morrow
Chelydra	B str.	R. Cox	Singapore	J. M. & Co.	Sept. 14th
City of Peking	B str.	J. T. Smith	San Francisco	P. M. S. S. Co.	Sept. 17th
Hamburg	G str.	H. Magin	Colombo	Melchers & Co.	Sept. 17th
Prinz Heinrich	G str.	R. Heintze	Japan	Melchers & Co.	Sept. 18th
Gaelic	B str.	W. Finch	San Francisco	O. & O. S. S. Co.	Sept. 24th
Empress of China	B str.	R. Archibald, R.N.R.	Vancouver	C. P. R. Co.	Sept. 30th
Hongkong Maru	J str.	W. E. Filmer	San Francisco	P. M. S. S. Co.	Oct. 2nd

We would direct the attention of shipping firms to the style in which "Steamers Expected" and "Projected Sailings" are now published in these columns and in so doing respectfully urge the managers of the shipping firms to give orders to their clerks to furnish this office, on the forms already supplied gratis, with the latest available information every day.

Intimation.

UNTOUCHED BY HAND.

MELLIN'S FOOD

For INFANTS and INVALIDS.

When prepared is similar to Breast Milk.

MELLIN'S FOOD WORKS, PECKHAM, LONDON, ENGLAND.

CHINA COAST METEOROLOGICAL REGISTER.

11TH SEPTEMBER, 1901, P.M.

STATION.	HOUR.	BAROMETER.	TEMPERATURE.	HUMIDITY.	WIND DIRECTION.	WIND FORCE.	WEATHER.
Wladivostok	2 p.m.	—	—	—	—	—	—
Tokio	"	29.78	—	—	S	4	—
Kobe	"	29.83	—	—	SW	4	—
Nagasaki	"	29.83	—	—	W	4	—
Kagoshima	"	29.83	—	—	SE	4	—
Taihouku	1 p.m.	29.89	—	—	E	4	—
Taichu	"	29.78	—	—	N	4	—
Tainan	"	29.78	—	—	NE	4	—
Koshun	"	29.80	—	—	N	4	—
Pescadore	"	29.82	—	—	NE	10	—
Gutzlaff	3 p.m.	29.90	77	61	N	4	cy
Sharp Peak	"	29.87	78	65	E	3	b
Amoy	"	29.85	86	55	NE	5	d
Swatow	"	—	—	—	—	—	—
Canton	4 p.m.	29.84	81	62	E	3	o
Hongkong	"	—	—	—	ESE	2	—
Victoria Peak	"	29.83	—	—	E	3	—
Gap Rock	"	29.85	81	—	ESE	1	c
Macao	1 p.m.	—	—	—	—	—	—
Haiphong	4 p.m.	29.76	84	77	WSW	2	c
Manila	3 p.m.	—	—	—	SW	3	c
Malate	"	—	—	—	SE	2	op
Bacolod	"	—	—	—	SE	2	c
Iloilo	"	29.82	81	—	SW	2	c
Cebu	"	29.82	86	—	SW	2	c
Cape S. James	"	—	—	—	—	—	—

12TH SEPTEMBER, 1901, A.M.

STATION.	HOUR.	BAROMETER.	TEMPERATURE.	HUMIDITY.	WIND DIRECTION.	WIND FORCE.	WEATHER.
Wladivostok	7 a.m.	—	—	—	—	—	—
Tokio	10 a.m.	—	—	—	—	—	—
Kobe	"	—	—	—	—	—	—
Nagasaki	"	—	—	—	—	—	—
Kagoshima	"	—	—	—	—	—	—
Taihouku	5 a.m.	29.88	—	—	—	—	—
Taichu	"	29.80	—	—	—	—	—
Tainan	"	29.78	—	—	E	2	—
Koshun	"	29.79	—	—	—	—	—
Pescadore	"	29.82	—	—	NE	8	—
Gutzlaff	9 a.m.	30.01	75	68	N	4	cy
Sharp Peak	"	29.92	78	67	NE	2	c
Amoy	"	29.90	79	66	NE	3	c
Swatow	"	—	—	—	—	—	—
Canton	"	—	—	—	—	—	—
Hongkong	10 a.m.	29.93	80	76	SSW	2	op
Victoria Peak	"	—	—	—	ESE	1	—
Gap Rock	"	29.93	80	—	E	4	c
Macao	"	—	—	—	—	—	—
Haiphong	7 a.m.	—	—	—	WSW	7	c
Manila	10 a.m.	29.84	86	71	—	—	c
Malate	9 a.m.	—	—	—	S	2	c
Bacolod	"	—	—	—	S	2	or
Iloilo	"	29.90	80	—	SW	3	b
Cebu	"	29.90	89	—	SW	3	o
Cape S. James	7 a.m.	—	—	—	—	—	—

Steamers.

Barfleur, 1st-class battleship, 13,000 tons, 14 guns, 13,163 i.h.p., Captain Sir G. J. S. Warrenier, Barfleur, Nagasaki.

Blenheim, 1st-class cruiser, 9,000 tons, 12 guns, 21,111 i.h.p., Capt. Henderson, C.M.G., Taku.

Bramble, 1st-class gunboat, 710 tons, 13,000 i.h.p., 6 guns, Lieut. and Comdr. F. M. Lenke, Wulu.

Bristol, 3rd-class cruiser, 7,700 tons, 6 guns, 5,000 i.h.p., Commander Sir Bouchier Wroly, Bart, Singapore.

Britannia, 1st-class gunboat, 710 tons, 13,000 i.h.p., 6 guns, Lieut.-Comdr. E. A. Baird, Taku.

Daphne, sloop, 1,740 tons, 8 guns, 2,000 i.h.p., Capt. Wm. A. Pelenham, Wei-hai-wei.

Dido, 2nd-class cruiser, 5,600 tons, 11 guns, 9,600 i.h.p., Capt. Tiliard, Shanghai.

Eclipse, 1st-class cruiser, 5,600 tons, 11 guns, 8,000 i.h.p., Capt. Stokes, Amoy.

Endymion, 1st-class cruiser, 7,350 tons, 13,000 i.h.p., 12 guns, Capt. A. W. Paget, C.M.G.

Esk, coast defence gunboat, 363 tons, 3 guns, 200 i.h.p., Lieut.-Comdr. F. Blunt, Chinkiang.

Fame, twin screw, torpedo-boat destroyer, 360 tons, 6 guns, 5,400 i.h.p., in reserve.

Firebrand, 3rd-class gunboat, 457 tons, 4 guns, 360 i.h.p., Lt. and Beaty Pownall, Canton.

Glory, 1st-class battleship, 12,500 tons, 16 guns, 13,500 i.h.p., Capt. Carter, Wei-hai-wei.

Gothal, 1st-class battleship, 12,950 tons, 16 guns, 13,500 i.h.p., Capt. L. Wynn, Shanghai.

Harb, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 i.h.p., in reserve.

Hurdy, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 i.h.p., Lieut. and Comdr. G. C. Hardy.

Humber, storeship, 1,640 tons, 800 i.h.p., Comdr. H. J. Davison, Hongkong.

Isis, 2nd-class cruiser, 5,600 tons, 11 guns, 9,600 i.h.p., Capt. Charles Windham, M.V.O., Hongkong.

Janus, torpedo-boat destroyer, 280 tons, 6 guns, 3,900 i.h.p., in reserve.

Ocean, 1st-class battleship, 12,950 tons, 13,500 i.h.p., 16 guns, Hon. A. G. Curzon Howe, C.B., C.M.G., A.D.C., Wei-hai-wei.

Orlando, 1st-class cruiser, 5,600 tons, 12 guns, 8,500 i.h.p., Capt. J. H. Burke, C.B., Shanghai.

Otter, torpedo-boat destroyer, 350 tons, 6 guns, 6,300 i.h.p., Lieut. and Comdr. C. F. Mansel Talbot.

Phenix, sloop, 1,060 tons, 6 guns, 1,400 i.h.p., Comdr. W. H. Nicholson, Canton.

Pigmy, 1st class gunboat, 755 tons, 6 guns, 1,200 i.h.p., Lt. and Comdr. Oldham, cruising.

Pique, twin screw, 2nd-class cruiser, 3,600 tons, 8 guns, 7,000 i.h.p., Capt. H. C. Reynolds, Shanghai.

Plover, 1st class gunboat, 455 tons, 6 guns, 1,200 i.h.p., Lieut.-Comdr. U. V. de M. Coooper, Shanghai.

Rambler, surveying-ship, 583 tons, 650 i.h.p., Capt. Morris H. Smyth, Hongkong.

Redpole, 1st-class gunboat, 855 tons, 6 guns, 1,200 i.h.p., Lieut.-Com. C. F. Corbett, Shanghai.

Robin, river-gunboat, 85 tons, 2 guns, 240 i.h.p., Lieut.-Comdr. G. G. Webster, West River.

Rosario, sloop, 980 tons, 6 guns, 1,400 i.h.p., Com. C. Hamilton, Singapore.

Sandpiper, British river-gunboat, 85 tons, 2 guns, 240 i.h.p., Lt.-Comdr. Carr, West River.

Snipe, river-gunboat, 85 tons, 2 guns, 240 i.h.p., Lieut. and Commander Dalgety, Yangtze.

Swift, 2nd-class gunboat, 750 tons, 6 guns, 870 i.h.p., in reserve Hongkong.

Taku, torpedo-boat destroyer, 250 tons, in reserve Hongkong.

Talbot, 2nd-class cruiser, 5,600 tons, 11 guns, 8,000 i.h.p., Capt. F. G. Stopford, Wei-hai-wei.

Tamar, receiving ship, 4,600 tons, Commodore Powell, C.B., Hongkong.

Terrible, 1st-class battleship, 14,200 tons, 30 guns, 25,000 i.h.p., Capt. Percy Scott, C.B., Wei-hai-wei.

Tweed, coast defence gunboat, 363 tons, 3 guns, 200 i.h.p., in Reserve Hongkong.

Waterwitch, surveying-ship, 620 tons, 450 i.h.p., Lieut.-Comdr. Lyne, Shanghai.

Whiting, twin screw, torpedo-boat destroyer, 661 tons, 6 guns, 6,000 i.h.p., Lt.-Comdr. Mackintosh, S.O., Wei-hai-wei.

Wivern, coast defence ship, 2,750 tons, 4 guns, 1,000 i.h.p., Hongkong.

Woodcock, river-gunboat, 150 tons, 2 guns, 550 i.h.p., Lieut.-Comdr. Watson, Kiu-kiang.

Woodlark, river-gunboat, 150 tons, 2 guns, 550 i.h.p., Lieut.-Comdr. H. E. Hillman, Yangtze.

Torpedo-boats in Reserve Nos. 8 and 20, 35, 36, 37 and 38, first-class; and 3 second-class boats.

Miscellaneous.

Aspern, Austrian gunboat, 976 tons, Capt. W. Weber, Shanghai.

Holland, Dutch cruiser, 8 guns, 3,900 tons, 9,250 i.h.p., Capt. S. N. Sybrandt, Swatow.

Kaiserin Elisabeth, Austrian cruiser, 8 guns, 4,400 tons, 9,000 i.h.p., Capt. Wiber, Singapore.

Koningin Wilhelmina der Nederlanden, Dutch cruiser, 8 guns, 4,600 tons, 5,900 i.h.p., Capt. J. P. Kossun, Swatow.

Leopard, Austrian cruiser, 1,600 tons, Captain Müller, Saigon.

Liberal, Portuguese gunboat, 558 tons, Comdr. José da Cunha Lima, Macao.

Maria Theresa, Austrian cruiser, 10 guns, 5,900 tons, 9,755 i.h.p., Capt. V. Bless Ritter v. Sambuchi, Shanghai.

Piet Hein, Dutch cruiser, 5 guns, 3,600 tons, 4,735 i.h.p., Capt. Jansen, Taku.

Zaire, Portuguese gunboat, 200 tons, Captain Mello, Hongkong.

Zenta, Austrian cruiser, 2,300 tons, Captain Runsti, Singapore.

FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

The Russian Squadron.

Admiral Korniloff, Russian armoured cruiser, 5,000 tons twin screw, 36 guns, 9,500 h.p., Captain Jakowleff, at Nagasaki.

Admiral Nakhimoff, Russian armoured cruiser, 28 guns, 9,000 tons, 8,000 i.h.p., Capt.

The Russian Squadron.

Odnary, Russian armoured cruiser, 1,490 tons, twin screw, 12 guns, 2,000 h.p., Captain Coprianoff, at Shanghai.

Petropavlovsk, Russian battleship, 12,000 tons, Capt. Grevais, at Nagasaki.

Poltava, Russian battleship, 10,960 tons, 12,255 i.h.p., 16 guns, Capt. Otkeroff, at Nagasaki.

Rossia, Russian armoured cruiser, 1,200 tons, 22 guns, 14,500 h.p., Capt. Demojirov, at Nagasaki.

Rorobayukil, Russian cruiser, 1,330 tons, 1,786 h.p., 11 guns, Capt. Komaroff, at Singapore.

Rurik, Russian flagship, 10,940 tons, armoured twin screw cruiser, 1st class, 48 guns, 13,000 h.p., Capt. Haupt, at Port Arthur.

Sevastopol, Russian battleship, 10,900 tons, 12,360 i.h.p., 16 guns, Capt. Melusky, at Nagasaki.

Slatch, Russian gunboat, 4 guns, 1,200 h.p., Capt. Barronoff, at Nagasaki.

Stisoi Veliky, Russian battleship, 10,000 tons, 14 guns, 8,500 i.h.p., Capt. Molias, at Tokyo.

Stovitch, Russian gunboat, 950 tons, twin screw 13 guns, 1,200 h.p., Capt. Soubatin, at Nagasaki.

Sueborg, 1st class, Russian torpedo boat, 69 tons, 3 guns, 2 torp tubes 780 h.p., speed 19 knots.

Vladimir Monomach, Russian cruiser, 6,000 tons, 16 guns, Prince Ouchtomsky, at Port Arthur.

Vostok, Russian torpedo gunboat, 4 guns, 69 h.p., Com. Molchousky, at Nagasaki.

Vsadnik, Russian torpedo boat, 400 tons, 18 guns, twin screw, 1,500 h.p., Capt. Rogulka, at Taku.

Zadiska, Russian cruiser, 1,230 tons, 20 guns, 12,000 h.p., Capt. Shkruff, at Nagasaki.

(1st and 2nd class.)

Delphin, Russian torpedo boat, 350 tons, Capt. Nyvakovsky, at Shanghai.

Fantel, Russian torpedo boat, 23 tons, 1 gun, 250 h.p., 16 knots.

Intschiki, Russian torpedo boat, 37 tons, 4 guns, 970 h.p., 19 knots.

Kasutka, Russian torpedo boat, 350 tons, Capt. Mouravieff, at Shanghai.

Kita, Russian torpedo boat, 350 tons, Captain Kivnarsky, at Shanghai.

Nargen, Russian torpedo boat, 85 tons, 4 guns, 1,200 h.p., 22 knots.

Novorossiisk, Russian torpedo boat, 87 tons, 4 guns, 2,400 h.p., 22 knots.

Podorossiisk, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

Sizik, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

Skat, Russian torpedo boat, 350 tons, Captain Smirnoff, at Shanghai.

Skorpion, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

Sontshina, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots.

Som, Russian torpedo boat, 400, Capt. A. Giers, at Shanghai.

Steriad, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

Strass, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

Sunguri, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.

RUSSIAN TORPEDO FLOTILLA.
(SEA GOING.)

Thorgo, 1st class, Russian torpedo boat, 81 tons, 3 guns, 2 torp tubes 1,100 h.p., speed 12 knots.

Revel, 1st class, Russian torpedo boat, 96 tons, 3 guns, 2 torp tubes 780 h.p., speed 22 knots.

Ussuri, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.

† Flagship of Vice-Admiral Alexeieff.
* Flagship of Rear-Admiral F. V. Dubossoff.
‡ Flagship of Rear-Admiral Roueffoff.

THE GERMAN SQUADRON.

Bussard, German cruiser, 1,600 tons, 8 guns, Comdr. von Bassewitz, at Shanghai.

Fürst Bismarck, German flagship, 11,000 tons, 36 guns, Capt. Graf Lotke, at Taku.

Gefion, German cruiser, 4,100 tons, 10 guns, 9,000 h.p., Capt. Rollmann, at Amoy.

Geier, German cruiser, 1,600 tons, 8 guns, Capt. Bauer, at Shanghai.

*** **Hania,** German cruiser, 6,800 tons, 30 guns, Capt. Paschen, at Wossung.

Htela, German despatch-vessel, 2,000 tons, 12 Capt. Rampold, at Wossung.

Herttha, German cruiser, 6,000 tons, 30 guns, Capt. von Jasedon, at Shanghai.

Hertha, German torpedo, 900 tons, 10 guns, Lieut. Comdr. Stilleman, at Canton.

Irina, German cruiser, 4,200 tons, 8 guns, 2,990 h.p., Capt. Stein, at Nagasaki.

Jaguar, German gunboat, 1,000 tons, 10 guns, Capt. Berger, at Foochow.

Kaiserin Augusta, German cruiser, 6,331 tons, 20 guns, 14,000 p.h., Capt. Gillich, at Amoy.

*** **Kurfürst Friedrich Wilhelm,** German battleship, 10,100 tons, 40 guns, Capt. von Holzendorff, at Wossung.

Luchs, German cruiser, 850 tons, 10 guns, Comdr. Daehnhardt, at Shanghai.

Schwabe, German cruiser, 1,120 tons, 8 guns, Comdr. Boerner, at Hankow.

Seeadler, German cruiser, 1,600 tons, 8 guns, Comdr. Schack, at Amoy.

Tiger, German gunboat, 900 tons, 10 guns, Comdr. von Mittelstätt, at Shanghai.

Weissenburg, German battleship, 10,100 tons, 40 guns, Capt. Hofmeier, at Amoy.

Wurth, German battleship, 10,400 tons, 40 guns, Capt. Borkenhagen, at Taku.

K. O. R. Wilhelm, German battleship, at Nagasaki.

No. 90, German torpedo-boat, 320 tons, Capt. Hoepfner, at Shanghai.

No. 91, German torpedo-boat, 360 tons, Capt. Lieut. Püllen, at Shanghai.

No. 92, German torpedo-boat, 320 tons, Capt. Flunrich, at Shanghai.

* Flagship of His Excellency Vice-Admiral Bendemann.
** Flagship of Rear-Admiral Geissler.
*** Flagship, Rear-Admiral Kirchhoff.

THE FRENCH SQUADRON.

Alonette, gunboat, 200 tons, Lieut.-Comdr. Belloy, at Nagasaki.

Amiral Charner, 2nd class cruiser, 4,700 tons, 12 guns, at Taku.

Arctique, and class dispatch-boat, Lt.-Comdr. De La Croix de Castries, at Nagasaki.

Bugeaud, 2nd class cruiser, 4,099 tons, 10 guns, 9,000 i.h.p., Capt. Deferve, at Shanghai.

Chasseclou Laubart, 2nd class cruiser, 4,000 tons, 9,000 i.h.p., 18 guns, Capt. Espinay St. Luc, at Foochow.

Comte, gunboat, 600 tons, Capt. Lotiel, at Canton.

Decade, gunboat, 690 tons, Capt. Maresbutter, at Taku.

* **D'Entrecasteaux,** 1st class cruiser, 8,100 tons, 26 guns, 13,500 i.h.p., Capt. de Marolles, at Taku.

Descartes, and class protected cruiser, 4,000 tons, 36 guns 631 i.h.p., Captain Saline, at Shanghai.

Eure, Dispatch-transport, Capt. Vallée, at Saigon.

Franç, gunboat, 693 tons, Capt. Adam, at Japan.

Guichen, 1st class cruiser, 8,277 tons, 24,000 i.h.p., 8 guns, Capt. de Surgy, at Hongkong.

Jean Bar, 1st class cruiser, 4,500 tons, 10 guns, 8,000 i.h.p., Capt. Abbin, at Taku.

guez, 2,200 l.h.p., Capt. de la Motte du Portail, at Saigon.

gunboat, 100 tons, 8 guns, 576 h.p., Capt. Frost, at Taku.

Albatross, 2nd-class protected cruiser, 4,000 tons, 36 guns, 900 i.h.p., Capt. M. Motet, at Shanghai.

Albatross, 3rd-class gunboat, 1,800 tons, Capt. Vincent, at Hongkong.

Albatross, gunboat, 700 tons, 10 guns, 860 i.h.p., Capt. Mornet, at Shanghai.

Albatross, monitor, 944 tons, Captain Bommersa, at Hongkong.

Albatross, gunboat, 1,270 tons, Captain G. del Villeneuve, at Foochow.

* Flagship of Vice-Admiral Courrejolles.

THE AMERICAN SQUADRON.

Albatross, U.S. cruiser, 3,500 tons, Comdr. J. E. Craig, at Manila.

Albatross, U.S. gunboat, 1,710 tons, 6 guns, 3,435 h.p., Comdr. C. H. Arnold, at Hongkong.

Albatross, Flagship, U.S. cruiser, 9,215 tons, Capt. M. Thomas, Shanghai.

Albatross, U.S. gunboat, 1,270 tons, 1 gun, 55 h.p., Lieut. Comdr. C. B. Bradshaw, at Manila.

Albatross, U.S. gunboat, 1,330 tons, 8 guns, 2,199 h.p., Comdr. S. W. Verry, at Shanghai.

Albatross, U.S. supply-ship, 6,428 tons, 1,890 h.p., Comdr. C. T. Forse, at Manila.

Albatross, U.S. gunboat, 1,700 tons, 6 guns, 3,405 h.p., Comdr. H. G. D. Colby, at Manila.

Albatross, U.S. supply-ship, 7,000 tons, 2,350 h.p., Comdr. J. W. Cdrin, at Manila.

Albatross, U.S. gunboat, 1,200 tons, Capt. Bowman, at Hongkong.

Albatross, U.S. supply-ship, Lieut.-Comdr. A. Merritt, at Manila.

Albatross, U.S. gunboat, 1,397 tons, 8 guns, 1,998 h.p., Comdr. E. C. Moore, at Manila.

Albatross, U.S. distilling-ship, 1,750 tons, 1,300 h.p., Capt. J. J. Meany, at Manila.

Albatross, U.S. gunboat, 1,330, Comdr. J. V. B. Bleeker, at Manila.

Albatross, U.S. battleship, 11,500 tons, Capt. Chester, at Manila.

Albatross, U.S. gunboat, 1,057 tons, 2 guns, 750 h.p., Lieut.-Comdr. A. P. Nazro, at Manila.

Albatross, U.S. gunboat, 1,000 tons, 1,500 i.h.p., 12 guns, Comdr. E. H. Green, at Canton.

Albatross, U.S. double-turret monitor, 4,000 tons, 6 guns, 3,000 h.p., Comdr. O. W. Farenholt, at Shanghai.

Albatross, U.S. gunboat, 1,370 tons, 6 guns, 850 h.p., Com. G. A. Bicknell, at Taku.

Albatross, U.S. double-turret monitor, 4,000 tons, 4 guns, 5,544 h.p., Comdr. G. W. Pigeon, at Canton.

Albatross, U.S. cruiser, Comdr. R. P. Rogers, at Nagasaki.

Albatross, U.S. cruiser, 4,083 tons, Capt. B. McCullum, at Manila.

Albatross, 1st-class U.S. battleship, 10,280 tons, 16 guns, 11,111 h.p., Capt. F. W. Dickens, U.S.N., at Woosung.

Albatross, U.S. gunboat, 892 tons, 4 guns, 1,095 h.p., Comdr. C. C. Cornwall, at Manila.

Albatross, U.S. gunboat, 1,000 tons, 6 guns, 800 h.p., Com. Harry Knox, at Shanghai.

Albatross, U.S. cruiser, 7,500 tons, Comdr. J. M. Miller, U.S.N., at Hongkong.

Albatross, U.S. gunboat, 1,000 tons, 6 guns, 1,081 h.p., Com. E. T. Burwell, at Manila.

Albatross, U.S. cruiser, 2,222 tons, Capt. C. H. Milburn, at Amoy.

Albatross, U.S. gunboat, 1,710 tons, 6 guns, 3,392 h.p., Comdr. C. S. Sperry, at Manila.

Albatross, U.S. converted cruiser, 6,179 tons, 10 guns, 3,800 h.p., Capt. G. E. Ide, at Manila.

Albatross, U.S. dispatch-vessel, 675 tons, Capt. J. L. Parcell, U.S.N., at Hongkong.

THE ITALIAN SQUADRON.

Albatross, Italian cruiser, 2,946 tons, Capt. C. Cantelli, Shanghai.

Albatross, Italian cruiser, 2,720 tons, Capt. Ceccconi, Taku.

Albatross, Italian cruiser, Capt. Carlo Negri, Shanghai.

Albatross, Italian cruiser, 4,033 tons, Captain Ceccconi, Hongkong.

Albatross, Italian cruiser, 4,500 tons, 14 guns, 6,820 i.h.p., Capt. Zen, at Shanghai.

Albatross, Italian cruiser, 6,700 tons, Capt. V. Onofrio, Shanghai.

JAPANESE MEN-OF-WAR.

Battleships.

Albatross, 1st class, 15,200 tons, 15,000 i.h.p., 18 guns, Captain S. Misu, at Japan.

Albatross, 1st class, 12,460 tons, 38 guns, 14,000 h.p., at Kure.

Albatross, 1st class, 12,450 tons, 38 guns, 14,000 h.p., at Taku.

Albatross, 2nd class, 7,330 tons, 22 guns, 6,200 h.p., at Yokosuka.

Coast Defence Ships.

Albatross, 1st class, 4,277 tons, 35 guns, 5,400 h.p., at Taku.

Albatross, 1st class, 4,277 tons, 35 guns, 5,400 h.p., at Kure.

Albatross, 1st class, 4,277 tons, 35 guns, 5,400 h.p., at Yokosuka.

Albatross, 2nd class, 2,400 tons, 13 guns, 2,035 h.p., Capt. K. Inai, at Japan.

Albatross, 2nd class, 2,460 tons, 13 guns, 2,035 h.p., Capt. Hiroo Tonji, at Japan.

Albatross, 2nd class, 2,600 tons, 15 guns, 2,400 h.p., at Yokosuka.

Cruisers.

Albatross, protected cruiser, 1st class, 4,978 tons, 30 guns, 15,500 h.p., at Saseho.

Albatross, protected cruiser, 1st class, 4,978 tons, 30 guns, 15,500 h.p., at Kure.

Albatross, protected cruiser, 1st class, 2,800 tons, 30 guns, 8,500 h.p., at Kure.

Albatross, protected cruiser, 1st class, 4,150 tons, 32 guns, 15,000 h.p., at Shanghai.

Albatross, protected cruiser, 1st class, 3,709 tons, 24 guns, 7,120 h.p., at Manila.

Albatross, protected cruiser, 1st class 3,700 tons, 24 guns, 7,120 h.p., at Keelung.

Albatross, protected cruiser, 1st class, 2,450 tons, 27 guns, 5,500 h.p., at Kure.

Albatross, protected cruiser, 1st class, 4,227 tons, 30 guns, 10,000 h.p., at Yokosuka.

Albatross, protected cruiser, 1st class, 2,750 tons, Capt. Shimamura, 24 guns, 8,500 h.p., at Japan.

Albatross, protected cruiser, 1st class, 3,500 tons, 20 guns, 6,080 h.p., Capt. Waria, at Japan.

Albatross, protected cruiser, 1st class, 2,300 tons, 15 guns, 2,800 h.p., at Yokosuka.

Albatross, protected cruiser, 1st class, at Manila.

Albatross, 2nd class, 1,800 tons, 34 guns, 5,000 h.p., at Taku.

Albatross, 2nd class, 1,760 tons, 15 guns, 2,400 h.p., Capt. Matsuida, at Japan.

Albatross, 3rd class, 1,000 tons, K. Matsumoto, 10 guns, 5,630 h.p., at Japan.

Albatross, 3rd class, 1,300 tons, Capt. S. Mastui, 12 guns, 2,887 h.p., at Japan.

Albatross, cruiser, at Taku.

Albatross, torpedo-boat destroyer, 305 tons, Capt. J. Takenonchi, at Japan.

Sloops and Corvettes.

Albatross, 1,490 tons, 10 guns, 1,600 h.p., at Yokosuka.

Albatross, 1,480 tons, 10 guns, 1,600 h.p., at Saseho.

Albatross, 1,480 tons, 10 guns, 1,600 h.p., at Chemulpo.

Albatross, 1,550 tons, 10 guns, 1,165 h.p., at Fusan.

Albatross, 1,350 tons, 10 guns, 1,125 h.p., at Saseho.

Albatross, 1,350 tons, 13 guns, 720 h.p., at Yokosuka.

620 tons, 10 guns, 1,200 h. p., at Sasend.
620 tons, 10 guns, 700 h. p., at Shanghai.

TORPEDO-BOATS.

Isutsuta, 875 tons, 6 guns, 5 torpedo tubes, 5,500 h.p., at Yokosuka.
Torpedo-boats.
Urukumō, 279 tons, at Ujina.
Anonome, 279 tons, at Kure.
Igiri, 279 tons, at Takeshiki.
Iranuki, 279 tons, at Kobe.
Daduschi, torpedo-boat destroyer, 331 tons, Comdr. I. Ishida, at Yokosuka.
Sagero, torpedo-boat destroyer, 297 tons, Comdr. Iwamura, at Japan.
Lataka, 190 tons, 6 torpedo-tubes, 1,400 h.p.
Siramubi, torpedo-boat, 278 tons, Comdr. Kosoma, at Japan.
Osaka, torpedo-boat destroyer, 310 tons, Lieut.-Comdr. H. Kawase, Japan.
Owa, torpedo-catcher, 318 tons, Capt. Camada, at Japan.
Boats (Crusoe), 56 tons, 2 torpedo-tubes, 525 h.p.
boats (Kobe), 56 tons, 2 torpedo-tubes, 525 h.p.
boat (Normand), 75 tons, 2 torpedo-tubes, 1,300 h.p.
boats (Schichau), 90 tons, 3 torpedo-tubes, 1,300 h.p.
boats (Yarrow), 40 tons, 3 torpedo-tubes, 620 h.p.
boats (Yarrow), 40 tons, 3 torpedo-tubes, 620 h.p.

Miscellaneous.
Kiwa, at Yokosuka.
Uso, at Kure.
Amatsu, at Yokosuka.
Nagato, armoured cruiser, 2,530 tons, 10 guns, 800 h.p.
(used as gunnery training ship.)
Injiu, sailing-ship, 877 tons, 6 guns.
(used as training ship.)
Injiu, sailing-ship, 877 tons, 6 guns.
(used as training ship.)
Kukuba, wooden screw steamer, 1,989 tons, 10 guns, 520 h.p., at Edajima.
(used as training ship.)
Yakasa, sailing corvette, 1,420 tons, 12 guns, at Yokosuka.
(used as a hulk.)
Agei wooden paddle steamer, 1,465 tons, 2 small guns.
(used as torpedo training ship.)

**RIVER STEAMERS, SCHOONERS,
AND LORCHAS.**

Shan, British steamer, 1,425, Lossius,—Hongkong, Canton, and Macao Steamboat Co.
Nam, British steamer, 1,377, H. D. Jones,—Hongkong, Canton, & Macao Steamboat Co.
Nwan, British steamer, 1,873, A. N. Patrick,—Hongkong, Canton, and Macao Steamboat Co.
Bankow, British steamer, 2,252, C. V. Lloyd,—Butterfield & Swire.
io-i-chong, Chinese steamer, 409 tons, Captain —, Chi Wo & Co.
io-i-on, British steamer, 728, J. Lawrence,—Tai On Steamship Co.
sh Koh, British steamer,—Kwong Wan S.S. Co.
ing Nam, British steamer, T. Austin, R.N.R.,—Chinese Owned.

Hongkong and Macao:
Hungshan, British steamer, 1,955, W. E. Clarke,—Hongkong, Canton and Macao Steamboat Co.
Macao and Canton.
Angshan, British steamer, 1,11, G. F. Morrison, R.N.R.,—Hongkong, Canton and Macao Steamboat Co.
angtung, Chinese steamer, 583, R. J. Mackenzie,—China Merchant Steam Navigation Co.

Canton and West River.
iangshan, British steamer, 141, R. D. Thomas,—Hongkong, Canton and Macao Steamboat Co.
ty of Whampoa, Chinese steamer, 40,—Ah Yon.
in Chow, Chinese steamer,—Ah Yon.

Hongkong and West River:
Aikong, British steamer, 259, D. Bowie,—Kwong Weng Steamship Co.
seung Kwai, Y. Kun, 58,—Kwong Wan S.S. Co.
wat Lum, British steamer,—Kai Hing & Co. l, American lorch.
anning, British steamer, J. J. Lossius, Hongkong, Canton and Macao Steamboat Co.,—J. M. & Co. and B. & S.

Lorchas and Schooners.
atsing, lorch, 100, Reynolds, Hongkong to Canton,—Hoo King Sing.

Post Office.

A Mail will close:—
For Macao—Per *Huangshan*, to-day, the 11 instant, at 1.15 P.M.
For Kunchuck and Samshui—Per *Tung-lo*, to-day, the 12th instant, at 3 P.M.
For Chefoo—Per *Hino Maru*, to-day, the 11 instant, at 4 P.M.
For Canton—Per *Pouan*, to-day, the 12th instant, at 5 P.M.
For Hoilhow and Haiphong—Per *Jacob Dietrichsen*, to-day, the 12th instant, at 5 P.M.
For Canton—Per *Honom*, to-morrow, the 11 instant, at 7.30 A.M.
For Kobe and Yokohama—Per *Avia Maru*, to-morrow, the 13th instant, at 9 A.M.
For Singapore, Colombo and Bombay—Per *Stike Maru*, to-morrow, the 13th instant, at 9 A.M.
For Amoy—Per *Hongheie*, to-morrow, the 13th instant, at 1 P.M.
For Macao—Per *Huangshan*, to-morrow, the 11 instant, at 1.15 P.M.
For Singapore, Sourabaya and Samarang—Per *Fausang*, to-morrow, the 13th instant, at 1 P.M.
For Shanghai—Per *Flandria*, to-morrow, the 11 instant, at 2 P.M.
For Manila—Per *Yuensang*, to-morrow, the 11 instant, at 4 P.M.
For Canton—Per *Fatshan*, to-morrow, the 11 instant, at 5 P.M.
For Haiphong—Per *Apenrade*, to-morrow, the 13th instant, at 5 P.M.
For Europe, &c., India, via Tuticorin—Per *Vermallia*, on Saturday, the 14th inst., at 1 P.M.
For Nagasaki, Kobe and Yokohama—Per *Andorsiere*, on Saturday, the 14th instant, at 1 P.M.
For Swatow, Amoy and Tamsui—Per *Hainan*, on Saturday, the 14th instant, at 2 P.M.
For Moilo and Cebu—Per *Kaitong*, on Saturday, the 14th instant, at 2 P.M.

50 QUEEN'S ROAD.

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ed to the Manager and not to individual
members of the staff.

SUBSCRIPTION (in Advance).

DAILY—\$30 per annum.

WEEKLY—\$13 per annum.

The rates per quarter, and per mensem
proportional, viz:—

DAILY—\$7.55 per quarter; \$2.50 per men-
sem.

WEEKLY—\$3.25 per quarter; \$1.50 per
mensem.

The daily issue is delivered free when ad-
dressee is accessible to messenger. On copies
sent by post an additional \$1.80 per quarter is
charged for postage.

The postage on the weekly issue to any part
of the world is 30 cents per quarter.

Single Copies (Daily, ten cents; Weekly
twenty-five Cents.)

ADVERTISING DEPARTMENT.

The *Hongkong Telegraph* is the best
medium for advertising in China. It circulates
largely among all classes of the community,
is the largest daily newspaper and has a
wider circulation than any journal in the Far
East.

Special attention given to effectively display-
ing advertisements.

The type used as a standard for setting
advertisements is similar to this, unless we are
instructed to display the advertisement, when
any effective style of type will be adopted.
This standard runs exactly eight lines to the
inch, and about eight words to the line.

ADVERTISEMENT RATES.

(per inch.)

One week.....	\$ 2.85 "
One month	7.20 "
Two months	13.00 "
Three "	20.00 "
Six "	37.50 "
Twelve "	73.00 "

No charge less than one dollar.

Discount allowed on—

3 Months Contracts.....	5 per cent.
6 "	10 "
12 "	25 "

DOMESTIC OCCURRENCES.

Notices of Births, Deaths, and Marriages
\$2 each insertion in the Daily and Weekly.

CONTRACT ADVERTISEMENTS.

Special Rates for standing advertisements
can be ascertained from the Manager.

Advertisements for the Daily should reach
the *Hongkong Telegraph Office* not later than
noon of the day they are intended to appear.

Unless otherwise specified all advertisements
will be repeated and charged for until counter-
manded.

JOBGING DEPARTMENT.

Job Printing of all descriptions undertaken.

PROGRAMMES,

PAMPHLETS,

CARDS,

CIRCULARS,

EXPRESSES.

All job printing is done under European
supervision, well turned out, free from errors,
and remarkably cheap at

THE HONGKONG TELEGRAPH
OFFICE.

Estimates given for all classes of work on
application to

THE MANAGER,
HONGKONG TELEGRAPH CO., LD.
50, Queen's Road Central
Hongkong.

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